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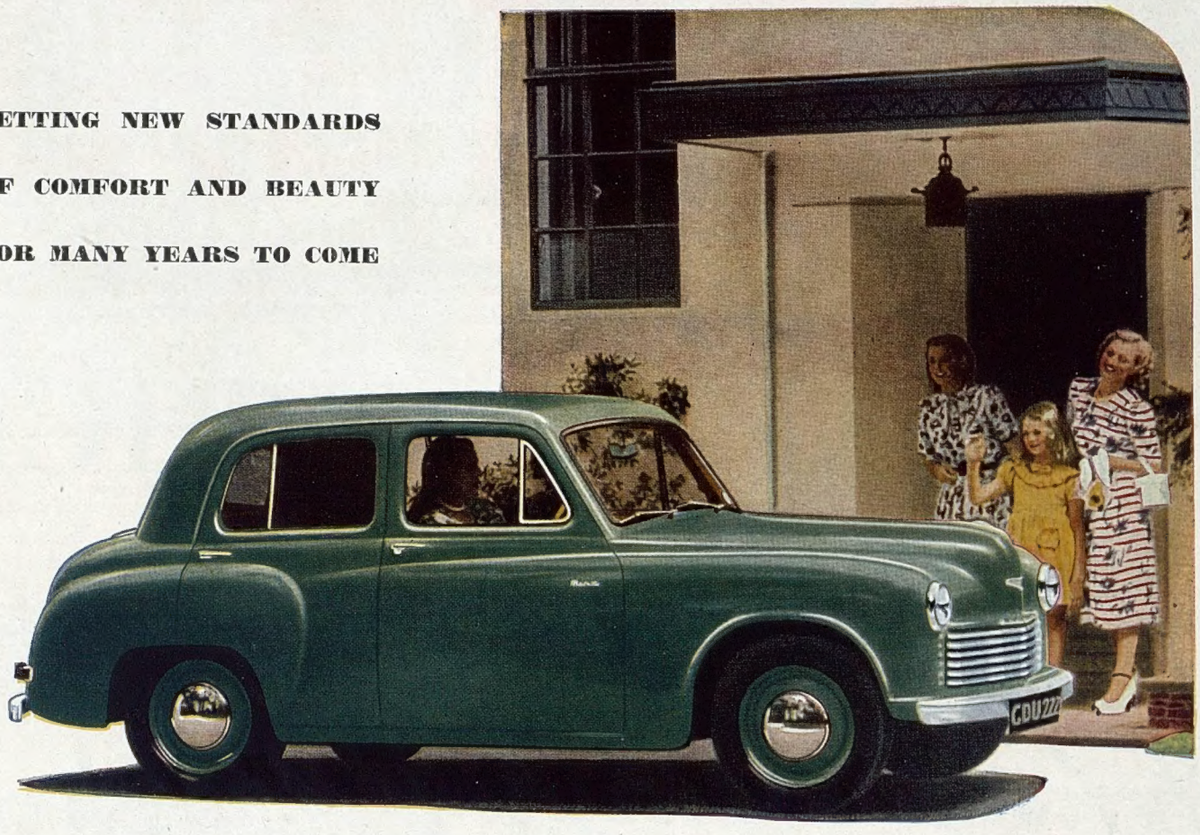

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Volume CXCVI No. 2555 The SPHERE, London, January 22, 1949

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

BRITAIN PAYS £4,000 FOR A BUST OF VOLTAIRE—JEAN ANTOINE HOUDON'S MARBLE BUST OF THE SAGE OF FERNEY, WHICH HAS BEEN PURCHASED BY THE VICTORIA AND ALBERT MUSEUM UNDER THE BEQUEST OF CAPTAIN H. B. MURRAY, AND WITH ASSISTANCE FROM THE NATIONAL ART COLLECTIONS FUND: In February 1778, at the age of eighty-four, Voltaire left the seclusion of Ferney, where he had lived for twenty years, and travelled to Paris. There he sat to Houdon, the greatest portrait sculptor of the age, and there, on May 30, at the house of his friend, the Marquis de Villette, he died. Houdon, then at the height of his powers, executed a number of busts from the model of 1778. In 1781, three years after the poet's death, Houdon completed the celebrated seated figure that can be seen to-day in Paris at the Comédie Française. In this idealised portrait, Voltaire is represented as a Roman senator, clad in a voluminous robe, his hair bound with a fillet (an artistic licence, since he was bald). The bust now acquired by the Victoria and Albert Museum (also dated 1781) is closely similar to the head of the seated figure at the Comédie, and may have been given to the friend at whose house the poet died, as it is inscribed on the back, "Au Marquis de Villette." Villette had married a beloved protégée of Voltaire, Mlle de Varicourt. Widowed in 1793, she lived on till 1822, surrounded by mementoes of his illustrious protector, to whom she established a private cult. On ceremonial occasions, passages would be read from the works of Voltaire while incense burned before his bust, which would be crowned with laurels. The new Museum bust is the only male portrait by Houdon in the National Collections. It was bought for £4,000, of which half was contributed by the National Art Collections Fund and half by the Murray Bequest

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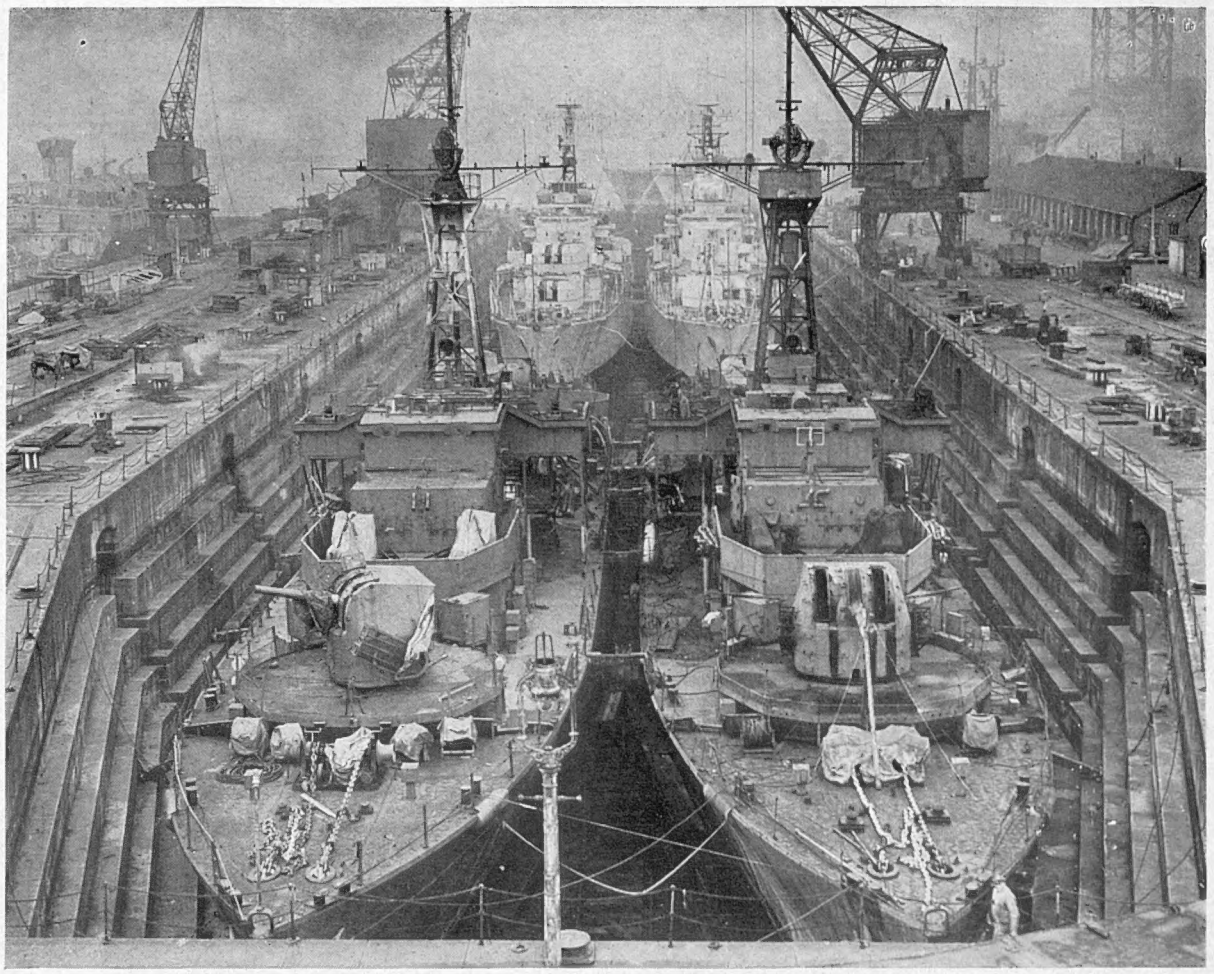
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Chancellor's Confession.—It is never too late to record an act of courage, a frank admission of conversion, or a great truth. These are good things. In a recent speech (at Workington), Sir Stafford clearly informed his Party and audience: (1) You have squeezed the rich to a point of economic danger to the nation. The little left to them can no longer be relied on for investment, and now only the potential savings of the millions can provide the means essential for essential industrial expansion. [The "last straw" no doubt was Sir Stafford's own pet raid on private investments, which sent "saving" out of fashion for many of the victims.] (2) You cannot carry the hamstringing of private enterprise any further. To-day private enterprise must be encouraged as the best means of increasing production and rescuing this country from still-threatened bankruptcy. (3) Profits made in industry are by no means too large. It is now a fallacy to regard them as a legitimate hen-roost for further spoliation. The bigger the gross figure, the bigger the Chancellor's share; 60 per cent. minimum goes in taxation, and what is left is barely enough for replacement and repair of plant, without which there can be no expansion. And without expansion of output, harder work and an end to the everlasting demands of workers for higher wages, all our efforts to get out of the morass must fail. I do not think I have misinterpreted his words, or stressed any item unduly. How, then, will his courageous admissions affect: 1. His budget policy in 1949? 2. His authority and following among the Labour chiefs in the Cabinet? 3. The G.E. programme to be thrashed out at Blackpool at Whitsun? There is certainly a strong demand in the party for more victims of nationalisation, and a continued policy of "soaking the rich." Can Sir Stafford convince the party that "ca' canny" till 1950 is the best chance for another victory at the polls? His Workington speech, at any rate, has greatly increased his stature as a statesman in my eyes.

The Havoc of Minority Rule.—It is no foolish simplification to declare that the bulk of the world's troubles to-day could be solved if the majority were clamant and active and the minority kept under control; in a word, if the will of the majority could prevail. Very few people doubt that a vast majority in the world to-day longs for peace, has no political or territorial ambitions, no bitter racial hatreds and asks only to be allowed to live and work in harmony with its neighbours to secure a tolerably happy existence for itself and its children and such share of the world's resources as may be, and so much liberty of action and thought as can be justified in an over-populated world. Why is it that in so many storm centres of our world the tail wags the dog, the minority has charge of events and the majority is led to chaos and misery? It is a minority of hot-heads which appears to direct the policy of Israeli, a minority which upsets the apple-cart in the Arab States, in Indonesia, in Malaya, in Burma; in Greece, in Germany, in many of the satellite States, minorities have the power and play havoc with human life and liberty. It is a tiny minority which in England has power to sabotage our best efforts at recovery. It is a tiny minority which has succeeded temporarily in destroying our national reputation for honesty and love of law and order. There should be "safety in numbers"; salvation should be assured so long as men of good will exceed in number men of evil intentions. No one doubts that the majority for good will and order is enormous. Why is it dumb and ineffectual? It almost seems that, beyond a certain mathematical figure, there is danger and not safety in numbers. There is no means by which more than a handful of good men can get together and agree on action. Nine good men and true cast on a desert island can and do control the efforts of an evil tenth castaway to jeopardise their survival. But when it comes to a ratio of 9,000,000 to 1,000,000 or 900,000,000 to 100,000,000, the principle ceases to work. A childish, but not necessarily a foolish, simplification.



SHIPS OF THE ROYAL NAVY QUEUE UP FOR REFITTING—HERE TWO FRIGATES AND TWO OF THE LARGER DESTROYERS ARE SEEN IN NO. 14 DRY-DOCK AT PORTSMOUTH, WEDGED IN BOW TO STERN AND BARELY 4 FT. APART: The moment repairs are complete other vessels are ready and waiting to take their place. In the right foreground is the frigate "Loch Lomond" of 1,430 tons, and alongside her is her sister-ship "Loch Tarbert." Both are vessels of the Reserve Fleet. Astern of the "Loch Lomond" is the "Agincourt," leader of the Fourth Flotilla of Battle-class destroyers, and beside her is the "Cadiz." Both are operational units of the Home Fleet

Half-a-Crown.—There are points I do not comprehend in the amending legislation required to govern our new relations with the Republic of Eire; that is, after the repeal of the Eire External Relations Act. One of those items is "a further amendment of the Royal Style and Titles which at present describe His Majesty as 'King of Great Britain, Ireland and the British Dominions beyond the Seas.'" I pulled out the coins in my pocket and chose my latest-dated half-crown—1941. Thereon the King is described as "D.G. Br: Omn: Rex: Fid: Def: Ind: Imp:." "Ind: Imp:" is already deleted, but so far as our coinage is concerned (at any rate our half-crowns and pennies which are all my pocket holds at time of writing) no further *coinage* change appears to be necessary in the amending Bill. "Br: (or Britt:) Omn" presumably still holds good to describe what is left. There has been no mention of Ireland on these coins, at least since 1916, the earliest copper coin in my pocket. Presumably, therefore, the amending item has no reference to coinage titling. When did the elastic phrase "Britt: Omn" first come into existence on our coins? It seems to have been a prophetic, labour-saving device.

Incidence of Crime.—I am certainly one of those journalists who have "played up" or stressed to exaggeration the present incidence of crime. I certainly have not done so from a desire to write sensationally but from an honest belief that constant repetition of an increasing evil might bring us as a nation to a sense of shame and of regret for our temporarily lost reputation. Accordingly, I was interested in a letter in *The Times* from Professor Goodhart, wherein he suggested that the habit of certain well-intentioned writers in playing-up the "crime wave" may have the very opposite effect, and may actually encourage criminal behaviour, as if an honest man should argue: "Well, since everyone else is doing it, why not I?" It is often said that statistics can be made to prove anything, which is another way of saying that they prove nothing. The crime statistics which have recently been used pro and con are certainly confusing and sometimes contradictory, especially in regard to juvenile crime. It may be that the peak or nadir has been attained. It may be that, as vital goods come into easier supply, theft will decrease and that other forms of dishonesty will diminish with the relaxation of controls and restriction and taxation, and with improved means of detection and prevention. An honest writer must write of his own experience and that experience can never be comprehensive. If he rely on statistics or the expressed views of others, on which he is unable to "cross-examine," he is giving an ear to hear-say evidence. So much I admit. At the same time, it is fair comment that a man who succumbs to dishonesty because his neighbour is dishonest, possesses but milk-and-water honesty, and that a nation which succumbs to pinching those vital goods which are in short supply has no very high opinion of the meaning of the word. A magistrate naturally sees the worst side of human nature, and his experience on the Bench may affect his broad judgment. I am bound to confess that since 1939 I have taken no special or extra precautions to protect my belongings and have not suffered to any extent by that neglect. I have been able to regard my neighbour as the honest man I had always found him. In "playing-up the crime-wave," therefore, I have perhaps shown myself a dishonest journalist, albeit well-intentioned.

Archbishop Lang and King George V.—I read with obvious interest published excerpts from Mr. Lockhart's forthcoming Life of Archbishop Lang. The truth of history depends for the most part on the meticulous accuracy of living witnesses of historic events. Few men were more closely associated with the last hours of King George V than was the Archbishop. (Except for Queen Mary, perhaps only Lord Dawson.) Accordingly, it interested me to note the variations in the Archbishop's evidence concerning the King's last hours as given by Mr. Lockhart and as published in *King George V*—a personal memoir. They were very slight, indeed; the former was taken chiefly from the Archbishop's diaries, the latter was given to me by the Archbishop *viva voce* and in letters. Mr. Lockhart was himself responsible for the trivial slip-up on the date of the King's death in January. I shall no doubt find many other points of interest in Mr. Lockhart's biography. The Archbishop was (in no unflattering sense) a "courtier," and if there is an outstanding merit common to all who have closely served the Sovereigns since the Edwardian age, I should say that it lay in complete loyalty and selflessness, the sinking of self for the greater glory of the master they served. It was my experience that every such "courtier," man or woman, who offered me evidence for the making of that memoir, was quite determined on personal anonymity. Archbishop Lang, as his biography may reveal, was an interesting exception. It may have been a determination that the absolute truth should prevail; or a perhaps harmless vanity in his character contended with this high, courtier-like ideal. Be that as it may, so far from attributing every good idea and every successful fulfilment thereof to the credit of his sovereign, he was at pains to secure a record in history that certain fine performances carried out by the King—ranging from the famous industrial-centre tours down to the Christmas broadcasts—owed their origin and success very much to the Archbishop.

THE OLD STAGER

ONE OF THE FIVE BRITISH AIRCRAFT LOST DURING A RECONNAISSANCE FLIGHT IN THE REGION OF THE EGYPTIAN BORDER : Israeli soldiers and civilians searching among the wreckage of the Tempest aircraft in which Pilot Officer D. C. Tattersfield lost his life when shot down over the Negeb. The Tempest was engaged on a mission to ascertain the fate of four Spitfires which had been shot down earlier in the day. The British Government immediately issued a memorandum protesting against the unprovoked attacks of the Israelis, and the Israeli representative at the United Nations replied by sending to the Security Council a letter expressing the Tel Aviv Government's concern at the "menacing attitude by the United Kingdom towards the State of Israel"

EXAMINING ONE OF THE GUNS OF THE WRECKED TEMPEST : Israeli guards beside the plane in which Pilot Officer Tattersfield lost his life. The Tempest was brought down near the settlement of Nirim, 10 miles within the Palestine frontier. The shooting down of at least one of the British planes was said to have occurred during a head-on meeting with an Israeli Spitfire

THE BURIAL OF PILOT OFFICER DAVID CROSSLEY TATTERSFIELD : The scene at the graveside in Ramleh British War Cemetery, Palestine, during the course of the service. Pilot Officer Tattersfield was buried with full military honours. On the extreme left is the Church of England padre, the Rev. Roger G. Allison, and in the foreground is Mr. Cyril Marriott, the British Consul at Haifa

THE LAST RITES AT RAMLEH : The Rev. Roger G. Allison, Church of England padre, reading the funeral service in the British Military Cemetery before the flag-draped coffin of Pilot Officer Tattersfield was lowered into the grave. United Nations observers, members of the Israeli forces and the British Consul at Haifa were among those at the graveside. Six men of the newly constituted Israeli Air Force carried the coffin to the graveside and a salute of three volleys was fired over the grave

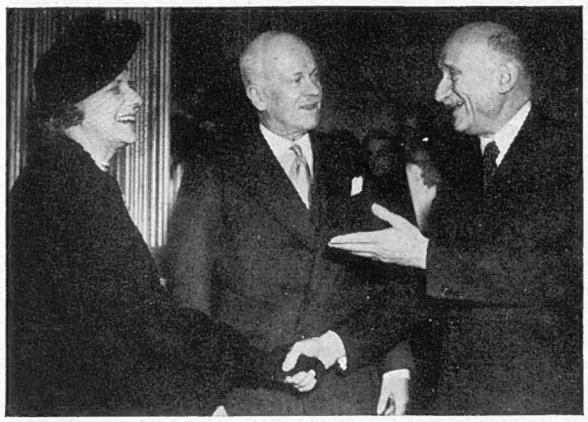
THE SHOOTING-DOWN IN THE NEGEB

The R.A.F. Involved in an International Incident

The emergence of Israel among the comity of nations has been accepted by America and Russia. Britain has not accorded recognition to the new State. Into the midst of this tense and tangled situation came the shooting down of five British aircraft while engaged in what the Israelis alleged was "an armed reconnaissance over Israeli positions within the Negeb," on the Palestine side of the frontier with Egypt. The whole facts of the situation are now being debated in the capitals of the world, and partly as a result of the shooting down of the British aircraft Mr. Bevin has been asked this week to come before Parliament and the Parliamentary Labour Party with his explanations

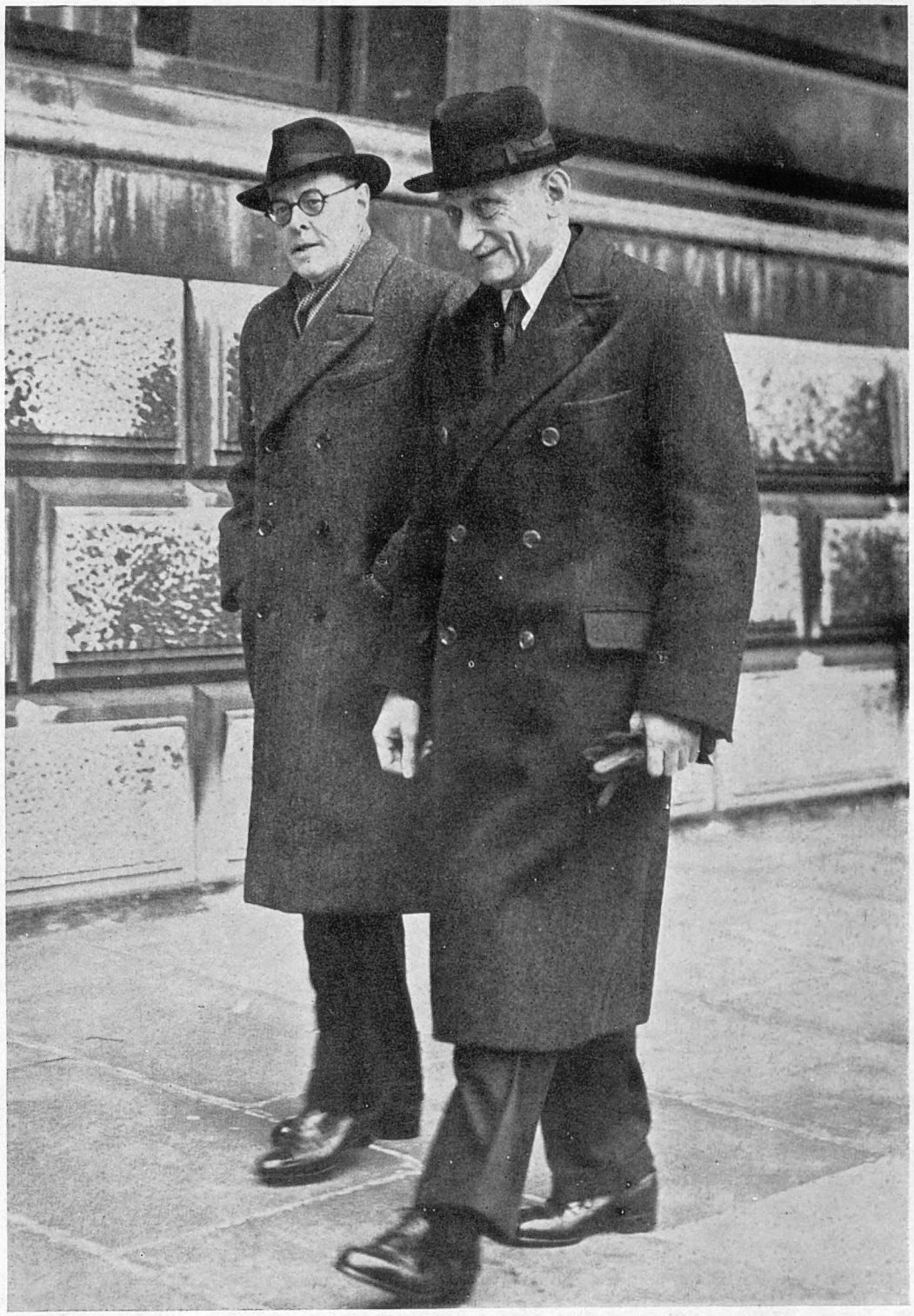
The FRENCH FOREIGN MINISTER in LONDON

M. Schuman's Visit Narrows Differences



THE FRENCH FOREIGN MINISTER GREETED BY LORD AND LADY BESSBOROUGH: M. Schuman (right) at the reception given by the Franco-British Association. Lord Bessborough is President of the Association

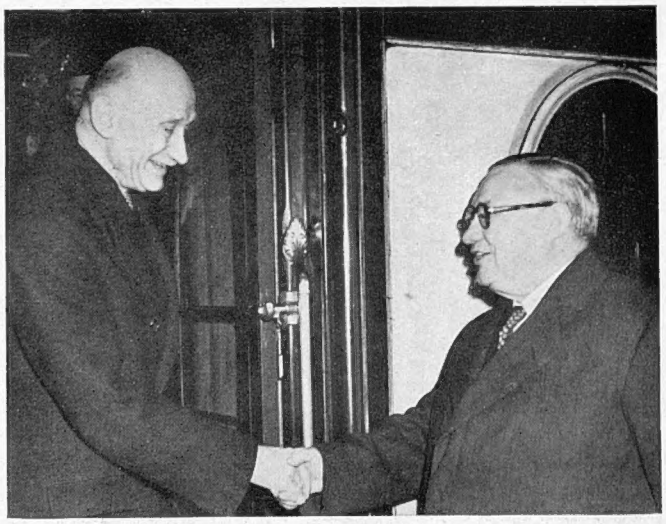
LORD BESSBOROUGH GREETS THE FRENCH AMBASSADOR: The President of the Franco-British Association with M. Rene Massigli at the Londonderry House reception given in honour of the visit of M. Robert Schuman



M. SCHUMAN AT 10, DOWNING STREET: The French Foreign Minister arriving for a consultation with the British Prime Minister. He is accompanied by Sir Oliver Harvey

At a moment when Britain's Foreign Policy was being assailed from many sides, within and without the Labour Party and beyond the borders of Britain, Mr. Bevin received M. Schuman, his French opposite number, and in the course of their conversations they are believed to have discussed Anglo-French differences on the question of a European Assembly, the Italian colonies and the occupation statute for Germany. On many points raised it is understood that differences were narrowed. The two statesmen are also believed to have discussed the vexed state of affairs in the Middle East

MR. ANTHONY EDEN JOINS THE QUEUE: Britain's former Foreign Minister at the foot of the great staircase at Londonderry House at the reception in honour of M. Robert Schuman. During his years out of office, Mr. Eden has been intensely active, and he is now embarking on an important visit to Australia. He was due to leave this country last Thursday



MR. BEVIN BIDS GOODBYE TO M. SCHUMAN: The two Foreign Ministers at Victoria Station before M. Schuman's departure. Their important conversations lasted nine and a half hours and were spread over two days. Both men later described the conversations as extremely cordial and very useful

NEW YORK GREETS "CARONIA"

A Great Welcome for the Green Goddess at the End of Her Maiden Voyage

THE "CARONIA" STEAMS PAST THE STATUE OF LIBERTY TO RECEIVE THE VOCIFEROUS WELCOME OF NEW YORK HARBOUR: The new Cunard White Star liner, the largest passenger-vessel built since the war, seen at the end of her maiden voyage. Tugs in the harbour were dressed overall, and in the background can be seen a fire-float which in its own particular way added to the welcome. *Below*—**"Caronia" being eased into her berth.** The crossing was made in 6 days 14 hrs. 33 mins. Captain Sorrell, the master of the *Caronia*, declared on arrival: "The *Caronia* looks like a yacht and handles like one. In fairly rough seas she never rolled more than 7 or 8 degs. She is a perfect sea vessel"

THE BALLOONS ARE TESTED AT THE R.A.F. TRAINING UNIT AT CARDINGTON: There, aircrews are taught how to handle, gas up and operate balloons from the winches. The work at this former Bedfordshire airship station will, it is hoped, help to preserve a certain amount of technical knowledge of lighter-than-air craft

THE BALLOONS GO UP AGAIN

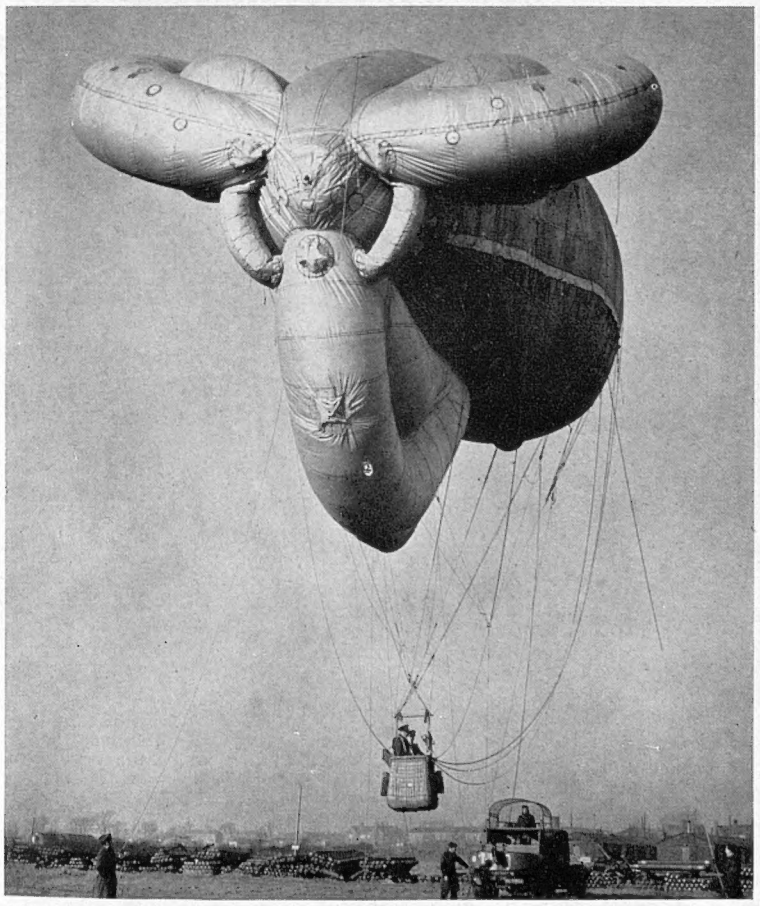
An R.A.F. Training Unit Receives Instruction in Their Handling at Cardington

The balloons are again going up. At Cardington, once an airship station, aircrews are being instructed in the use of balloons which have been used in two World Wars. The two types are familiar objects to both the Army and civilians, one being the "R" type with an observation-car, which was used in 1917, the other being the barrage balloon which made its appearance over our cities during the last war. Both these types of balloons are controllable from the ground through the use of the winch, but it is hoped that from this training there will be revived in the R.A.F. the system of free ballooning.

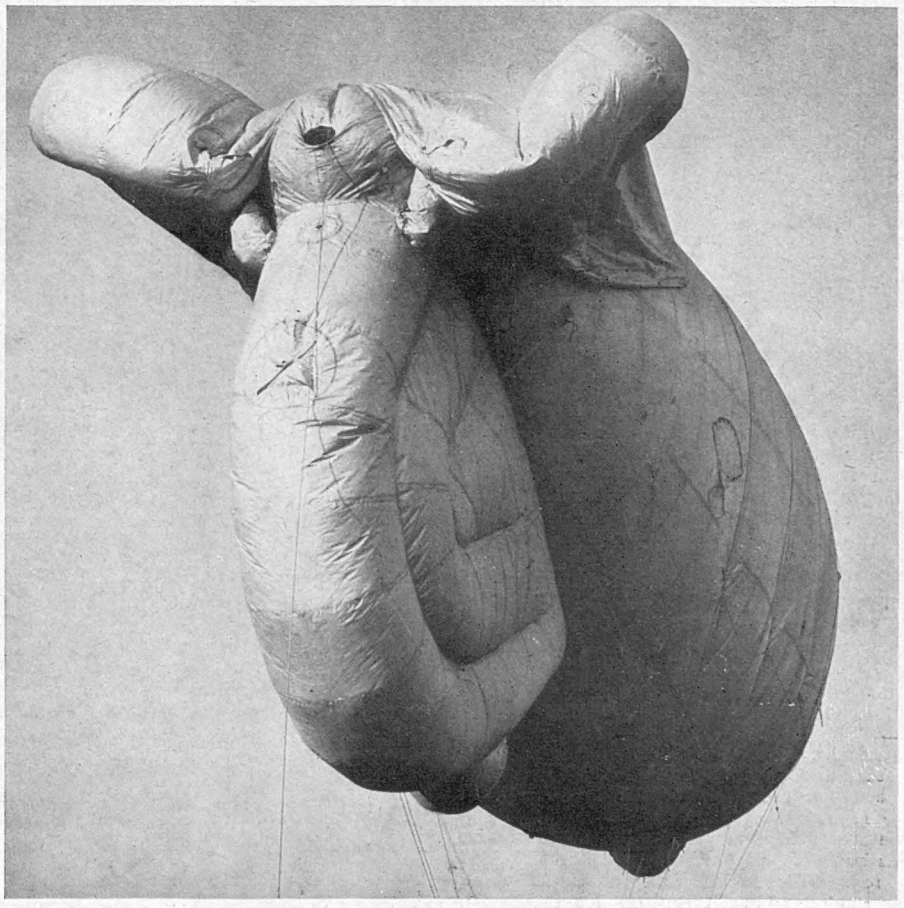
Balloons were used in warfare as far back as 1794 for observing the enemy. The British first used the balloon for war in 1885, and during the South African war introduced a special corps of engineers trained in the use of balloons.

Last October a small 10,000-cub.-ft. free balloon was brought over to Cardington by M. Charles Dolfuss, the French aeronaut. On three days six ascents were made with R.A.F. personnel. Lord Ventry, our leading balloon enthusiast, who is the only civilian holding a balloon licence to-day, was also permitted to make one flight. He took as passenger Mr. Long, who was the coxswain of the airship *R 100*. These free balloon ascents were made under secret conditions and did not exceed more than 20 miles.

HIGH ABOVE THE CARDINGTON TRAINING CENTRE—AN OBSERVATION BALLOON OF THE FIRST WORLD WAR : This is the "R" type of 35,000 cub. ft. capacity which was designed in 1917. It is not a free balloon, but is anchored to a winch, and it is possible to be blown up to about 7,000 ft. The balloon was used by the Army in France in the last two years of the First World War, providing observation across the enemy's lines. In the basket of the balloon are Squadron-Leader G. W. Robinson, Commanding Officer of the Balloon Training Unit (right), and Flight-Lieut. E. C. Bale



JUST BEFORE THE ASCENT OF THE OBSERVATION BALLOON : Two Air Force officers in the basket of a type familiar in the First World War. The observers have a telephone for communication with the ground staff



FOR MANY YEARS A FAMILIAR SIGHT ROUND BRITAIN'S PRINCIPAL CITIES—THE BARRAGE BALLOON OF THE SECOND WORLD WAR : One of the 20,000-ft.-type balloons, which are being kept in service at Cardington for the training of aircrews

PIPELINES OR PIPEDREAMS IN THE EAST

Can the Middle-East Oil Situation be Kept Under Control?

By FERDINAND TUOHY

THE Middle East has been defined by Field-Marshal Earl Wavell as "those parts of Africa and Asia which look West rather than East, towards Europe rather than towards Asia," and in population it is "essentially Muslim, the most important Muslim bloc in the world and predominantly Arab in origin and culture, with a common Arabic language."

Down the centuries the Middle East was coveted as the passage-way of commerce and strategy, linking the Eastern and the Western worlds. That began to change two decades ago, and to-day the Middle East is coveted first and foremost for possessing the richest oil reserves at a time when the only other comparable oil-bearing territories, in Russia and the United States, are not producing sufficient to satisfy their own requirements, and when Europe, once a coal continent, is being geared increasingly to oil.

Under her present Five-Year Plan, Russia's oil target is 35,000,000 tons by next year. But in order to meet her peacetime and reconstruction needs the U.S.S.R. requires about 60,000,000 tons annually.

A corresponding estimate for the United States takes us to 1965. For that year, domestic consumption of petroleum is put at 6,500,000 barrels per day, but domestic production will be only 4,000,000 barrels per day.

The huge increase in Europe's oil consumption is illustrated by the fact that the whole of Europe, excluding only Russia, consumed in 1938 around 200,000,000 barrels of crude oil, whereas present consumption, in the Marshall Plan area alone, is reported to be between 260,000,000 and 280,000,000 barrels a year.

The Marshall Plan would simply break down overnight once Middle East oil—far and away the main source of supply to Western Europe—showed any serious diminution.

Passing, therefore, to proved oil reserves, we find the following (in millions of tons): Western Hemisphere, 4,400; U.S.S.R., 1,000; Middle East, 4,000; rest of world, 300. This demonstrates that of the world's proved reserves of oil outside the United States, two-thirds (about 62 per cent.) are to be found in the Middle East.

A line drawn across the northern frontiers of Turkey and Persia runs right through the richest oil area of the world.

To the north of it lie Russia's trans-Caucasian oilfields—Baku, Grozny, Maikop—which still provide Russia with about 80 per cent. of her oil. As the "new Baku" on the north-eastern shores of the Caspian Sea is developed, Russia will become less dependent on her present trans-Caucasian oil, but that is looking, perhaps, a decade ahead.

South of the line, as open to the Red Army as Baku is to the American Air Force, lies the oil of Persia, Irak, and Saudi Arabia, on which Britain and Western Europe almost entirely, and America increasingly, depend. It is upon this oil, its wells, both working and exploratory, its refineries, its pipelines, its plans or "blueprints" (some of which may turn out to be pipedreams in default of ordinary common sense), that one may well gaze to-day.

Britain was first in the field, with Persian oil, long ago. The French were next, having glanced across the Syrian border at a region north-west of Baghdad. I recollect the excitement there was in Baghdad, in 1917, over the wonderful oil prospects up there. The upshot, after much bitterness, was the Irak Petroleum Co., jointly owned by Britain, Holland, France and America.

America moved in only in recent years, in a big way. U.S. interests had obtained the main concession in Saudi Arabia before the late war, but the years of awakening were 1943-46. Supplementing their foothold in Irak, American companies merged in agreement with Anglo-Iranian and went right ahead with boring in Saudi Arabia. Great dreams opened of pipelines here, and pipelines there, which would mean less cost to the companies, if not to the public.

The pipeline situation may be said to traverse hundreds of miles of potentially hostile Arab lands, and to terminate at an Israeli question-mark on the shore of the Mediterranean. It is that uncertain!

Pipeline No. 1 is the only one completed, and runs from Kirkuk to Palestine, where one section branches to Tripoli, in the Lebanon, and another to Haifa. Pipeline No. 2 is a bigger version of the same, was begun in 1946, and *should* be completed in 1950. Pipeline No. 3 is an all-American affair planned to bring oil from Abquiq, on the Persian Gulf, to Haifa. Apparently it would also be used to bring the yield from the Saudi Arabian wells.

But pipeline No. 3 had hardly got under way when the United States Government took up its pro-Jewish stand, and so hostile did the Arabs become along the oil path that American workers had to be withdrawn; and there, so far as I know, does this £30,000,000 venture rest. The pipeline was to have passed through Amman, in Transjordan, and already had one protecting airfield in American hands.

Even the immediate yield of pipeline No. 1 stands in jeopardy, since Arabs have said they intend to interrupt its flow of oil. Hazard of another kind may be read into the news that British oil officials at Haifa have begun to evacuate to Cyprus. They belong to Consolidated Refineries, jointly owned by the Anglo-Iranian Oil Co. and Shell-Mex. But clearly the staff of the Irak Petroleum Company which owns the pipeline is subject to the same risk.

So let us marvel while we may at this pioneering pipeline, 12 ins. wide, running all the way from Kirkuk to the Mediterranean coast, "like a bloated but buried snake" through which the "liquid gold" sluggishly pulses at the rate of about a thousand tons an hour.

The laying of this line through the sunbaked sands of Irak, Syria, Transjordan and Palestine, across a trackless waste, in killing heat and bitter cold, where water was almost unobtainable, ranks as the most spectacular task of its kind yet accomplished. It cost £10,000,000, took an army of 10,000 men to lay, and last year handled more than 4,000,000 tons of fuel.

The oilfield did not come into its own until 1927, but now covers an area larger than Scotland. Its centre is Kirkuk, and from here the pipeline winds its way over the self-same desert that Abraham travelled during his migration through the wilderness.

From Haditha to Palmyra—founded by Solomon, and once one of the world's richest centres, but now marked by sepulchral towers and a great Temple of the Sun—the pipeline runs through stony or rocky ground. It crosses deep watercourses, although often these are dry, and beyond Palmyra climbs to a height of over 2,000 ft.

Next it descends into the valley of the Orontes, on whose banks stands Antioch, renowned in the early history of Christianity, then once more climbs to nearly 2,000 ft., and continues in a long glide towards the coast. At the parting of the ways—one branch northward to Tripoli and a second southward to Haifa—came the most difficult part of the laying, the southern portion.

This crosses the mountains at 2,600 ft., then plunges into the deep valley of Jordan. At one point the pipeline runs 850 ft. below sea-level. Ten miles farther on it is 750 ft. above sea-level. The worst stretch of all lies east of the Jordan valley, where the pipes are laid through the so-called "lava country."

The surface is covered with masses of basaltic rock, here and there in the form of solid sheets, in other parts as boulders up to a yard in width. Beneath is loose sand, over which lorries (for building) could not travel as over the sand of the desert, and so an 80-mile road had to be specially constructed.

And now it is all being repeated! The new pipeline running parallel is 16 ins. wide, and will increase the possible oil supply to the Haifa refineries to about 13,000,000 tons a year. During the war an enormous new refinery was erected at a cost of £5,000,000, in addition to which the great modern port of Haifa was built as good as from zero.

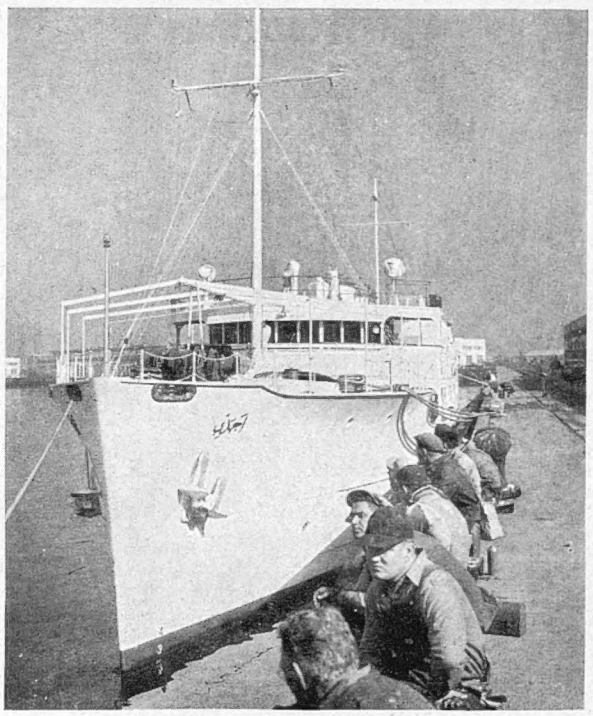
The following, printed a year ago, may be reproduced without comment:

"The American Government is believed to be satisfied that the [functioning] pipeline can be easily defended by the forces of the United Nations in the transitional period. Experience shows that repairs can be quickly effected. The Haifa refineries present a more difficult problem. The hope is that the successor Governments will realise the economic value of the refineries and do everything they can to prevent damage to them."

This value is far from being one-sided. If nothing untoward supervenes, something like £200,000,000 of British and American* capital will flow in one way or another into the coffers of Persia, Saudi Arabia, Iraq, Kuwait, and, to a much lesser extent, of the Levantine countries by the end of 1950. About £50,000,000 will be paid in royalties to the Governments concerned, bringing vast increases to their national revenues; a like sum should be paid out by the oil companies in wages and other local expenditure; loans to the countries concerned should amount to another £100,000,000.

America is arming and training Turks and Persians. America can, and does, show the most powerful fleet in Eastern Mediterranean waters. America has her own air bases (Mellaha, near Tripoli, and in Saudi Arabia, together with the use of R.A.F. bases in an emergency). All this may for the time being give Americans the sensation of possessing sufficient power to keep the Middle East oil situation under control.

On the reverse side, the Arabs whose land provides the oil are being made bitterly to bite the dust, and, as regards the latitude lavished on the battling Israelis of doubtful ideological faith, someone wrote with a great deal of truth that "the successful defence of democracy is a different thing from the universal and indiscriminate propagation of democracy." When will the Americans learn *that*? The only people who stand a chance of influencing them are ourselves.



A LUXURY CRUISER FOR AN ARAB SHEIKH: The motor vessel "Ahmady" now being refitted at Long Beach, California, and believed to be destined to become the private yacht of the Sheikh of Kuwait

THE "AHMADY" NEARS COMPLETION: The former research cruiser "Valero," now renamed, is reported to have been purchased and remodelled by a group of American oil companies at a cost of 1,000,000 dollars. It is said that they will present it to the Sheikh of Kuwait, ruler of one of the independent Arabian principalities on the north-west shores of the Persian Gulf

* One American concessionary company exploiting oil in Arabia is known as the Arabian American Oil Company, a subsidiary of the Californian Standard Oil Company, whose principal field is at Dhahran, near El Khobar, on the Persian Gulf coast. Crude oil is shipped from there to Bahrein for refining. A new large refinery has been built at Ras Tannura. The American Arabian Company announced the construction of its 1,050-mile pipeline to the Mediterranean in March 1948, a few days after the Anglo-Iranian Oil Company, the Standard Oil Company of New Jersey, and the Socony Vacuum Oil Company had announced their Middle East pipeline from the oilfields of Iran and Kuwait to the Mediterranean.

COMMUNISM on the MARCH

News from Bulgaria, Czechoslovakia, Hungary, and the Soviet Sector of Berlin

THIS PICTURE HAS LED TO AN INQUIRY : A member of the Markgraf police force stands by at a vehicle check-point in the Soviet sector of Berlin as Russians questioned the driver of a British military vehicle. Later the Russians were seen to board the vehicle and drive away. When International News Photos submitted the photograph and a report to the British authorities in Berlin, immediate inquiries were instituted to find out what had happened to the driver

HARRY POLLITT IN BULGARIA : The leader of the British Communist Party addressing the Fifth Congress of the Bulgarian Communist Party in Sofia. According to Mr. Arthur Deakin, General Secretary of the Transport and General Workers' Union, the British Communists have a plan to disrupt British industry, and they are anxious to act in Britain as they did in France last year

CZECHOSLOVAKIA UNDER THE HAMMER AND SICKLE : A huge "5" encircling the Hammer and Sickle dominated the decorations put up on the Prague headquarters of the Communist Party to signalise the inauguration of a new Five-Year Plan. The plan follows a Two-Year Plan which, according to President Gottwald, has shown a 10-per-cent. increase over 1938's production figures. Throughout the country the New Year began with a call for increased production. Banners and brass bands helped to dramatise the event

THE ROMAN CATHOLIC DEAN OF BUDAPEST MEETS THE PRESIDENT OF THE HUNGARIAN REPUBLIC : The Dean shaking hands with Mr. Arspad Szakasits when he brought the President the New Year greetings of Hungary's Roman Catholic Church. This meeting was a prelude to the conference which, according to an official statement, took place between members of the Hungarian Government and twelve representatives of the Hungarian Bench of Bishops on relations between the State and the Church. The statement declares that negotiations took place, in spite of existing difficulties, in a spirit of understanding. "Existing difficulties" include the arrest on treason charges of Hungary's Roman Catholic Archbishop, Josezf Cardinal Mindszenty. On January 12 the Bishops declared that the negotiations would have to be broken off

GOTTWALD AND STALIN IN A CZECHOSLOVAKIAN FACTORY : Portraits of the Czech President and the Soviet Generalissimo adorn the wall of a Prague locomotive works to mark the inauguration of the Republic's Five-Year Plan

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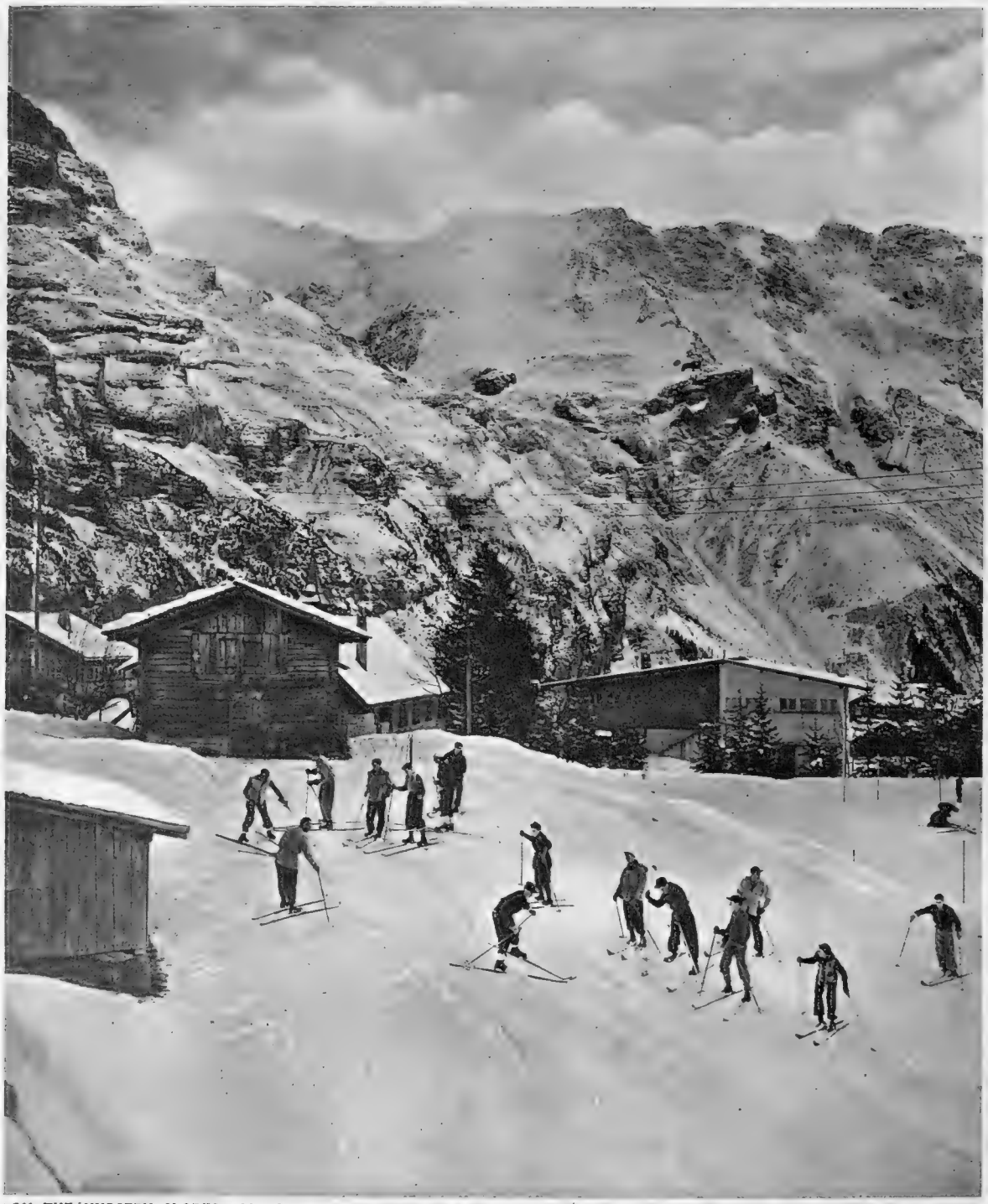


ON THE NURSERY SLOPES: Members of a party of 100 schoolboys who left London at the beginning of January for a special holiday course of ski-ing seen under instruction after their arrival at Murren. They belong to the first organised post-war party of British boys to get the chance to learn to ski the right way at the right age

IN THE SHADOW OF THE WETTERHORN: A study in Alpine splendour taken from the chair-lift just below Bort. It was on these slopes that the British Ski Running Championships of 1949 were decided at the beginning of the month. Grindelwald remains quite one of the most popular winter-sports centres in the Bernese Oberland

THE TYROS OF THE SLOPES WHO MAY ONE DAY BE OLYMPIC CHAMPIONS: Malcolm Curtis (aged seventeen), Eric Fleuret (aged seventeen) and Paul Burrell (aged fifteen), members of the party of 100 British schoolboys who have been enjoying a ski-ing instruction holiday at Murren. Their enthusiasm is tremendous, and since their arrival most of them have made marked progress

WINTER SPORT IN FULL SWING

Sunshine Days on the Slopes of Murren, Grindelwald, Gstaad and St. Moritz

A CHAMPION IN ACTION: Lieut.-Colonel D. R. Horsfield, winner of the British Ski Running Championships of 1945, taking a bend during the 1949 championships held on the slopes of the Bort Milchlbach, Grindelwald

MR. D. MACKINTOSH IN A FAULTLESS RUN: The runner-up in the British Championships of 1949 at the completion of his effort

WINSTON CHURCHILL JUNIOR AT GSTAAD: The statesman's grandson is a new boy at Le Rosey School, which takes boys of all ages from eight to eighteen. The school is at the famous ski-ing resort of Gstaad during the winter months, and in summer its quarters are moved to Rolle, on the Lake of Geneva, where swimming and lawn-tennis dominate the sporting activities

THE CHAMPION JOCKEY AND HIS WIFE ENJOY THE WINTER SUNSHINE AT ST. MORITZ: Mr. and Mrs. Gordon Richards on holiday in the capital of winter sport where, war allowing, they go every year for a short stay before the opening of the "Flat"

BATHING IN THE WINTER SUN: Ski-ing enthusiasts at Grindelwald on the terrace of the Bort Chair-lift Station before leaving to watch the racing for the British championships. Bort overlooks the Wetterhorn, which Mr. Winston Churchill climbed in 1896. Weather conditions at the Swiss winter sports resorts have been inclined to be freakish this year, and many international celebrities cancelled reservations just before January 1. With the sudden fall of snow in the first week of January, however, a flood of visitors poured into the Oberland

THE ANNUAL TRAINING OF AVALANCHE DOGS IN THE BERNESE OBERLAND: The dogs, which are trained by Herr F. Schmutz, of the Swiss Alpine Club, are mostly customs, police or army dogs which are loaned during the winter months to carry out duties as avalanche dogs. A fully-trained dog can trace a casualty under 6 ft. of snow. *Left*—Exercising at Scheidegg shortly after arrival for training. *Right*—Cilla, a champion avalanche dog, searching for a casualty

MAUNO LOA ERUPTS FOR THE FIRST TIME SINCE 1942 : An aerial view of the Hawaiian volcano as the lava began to flow from the crater. Reconnaissance planes from Wheeler Air Base patrolled the area, ready to report any fresh developments which might imperil the lives of the islanders. Mauno Loa (13,760 ft.) has been erupting at intervals with considerable violence, that of 1868 being particularly terrible

PANIC AFTER EARTH TREMORS IN CENTRAL ITALY : Villagers of Rivodutri collecting belongings and preparing to leave their homes after two days of continuous quakes

A Foreign Survey

NEWS FROM FOUR CONTINENTS

THE MARRIAGE OF PANDIT NEHRU'S NIECE AT ALLAHABAD : As the priest reads from the Hindu religious book the couple (at his left hand) sit before the sacred fire. The bride was Miss Tara Pandit, second daughter of Mrs. Vijayalashmi Pandit (sister of Pandit Nehru and India's Ambassador to the Soviet Union). The bridegroom was Mr. Gautam Sehgal, son of Rai Bahadur Bashi Ram, retired Chief Engineer of the Punjab. The wedding took place at Anand Bhawan, the Allahabad home of the Indian Premier. Mr. Nehru is seen on the left standing behind the priest, and beside him is his daughter Indira

PANDIT NEHRU IN MYSORE : The Indian Prime Minister driving through the State capital in company with the Maharaja of Mysore en route to the Special Convocation of Mysore University. Mr. Nehru's visit to Mysore followed his visit to Hyderabad, where he had two interviews with the Nizam and addressed a meeting at which he announced speedy formation of a popular Government

A RED-LETTER DAY IN THE POLITICAL HISTORY OF THE CONDOMINIUM OF THE SUDAN : The opening of the first Sudanese Assembly in Khartoum, described by the Governor-General, Sir Robert Howe, as "an experiment unparalleled in Africa at the present time." *Left*—The Governor driving in state to the Assembly. *Right*—Taking the salute before the Assembly building. The Assembly is the direct outcome of the reforms in the direction of self-government for the Sudanese people announced by the Foreign Office in July 1948. The Assembly has three classes of members, sixty-five being elected and not more than ten nominated. Members of the Assembly must be Sudanese, and they will each be paid £250 a year. The newly-formed Executive will also consist of a majority of Sudanese

BRITAIN'S GIFTS TO THE PARLIAMENT OF THE NEW DOMINION OF CEYLON: The Speaker of the Sinhalese Parliament seated in the new chair presented by the British House of Commons. Before him is the Mace, also the gift of the House of Commons. The gifts were handed over by a parliamentary delegation headed by Major Milner, the Labour Member for Leeds, which flew out to Colombo for the occasion. The gifts are inspired by the fact that Ceylon is the first Crown Colony to attain the independent status of Dominion. Major Milner spoke from the bar of the House and was repeatedly applauded by the Members

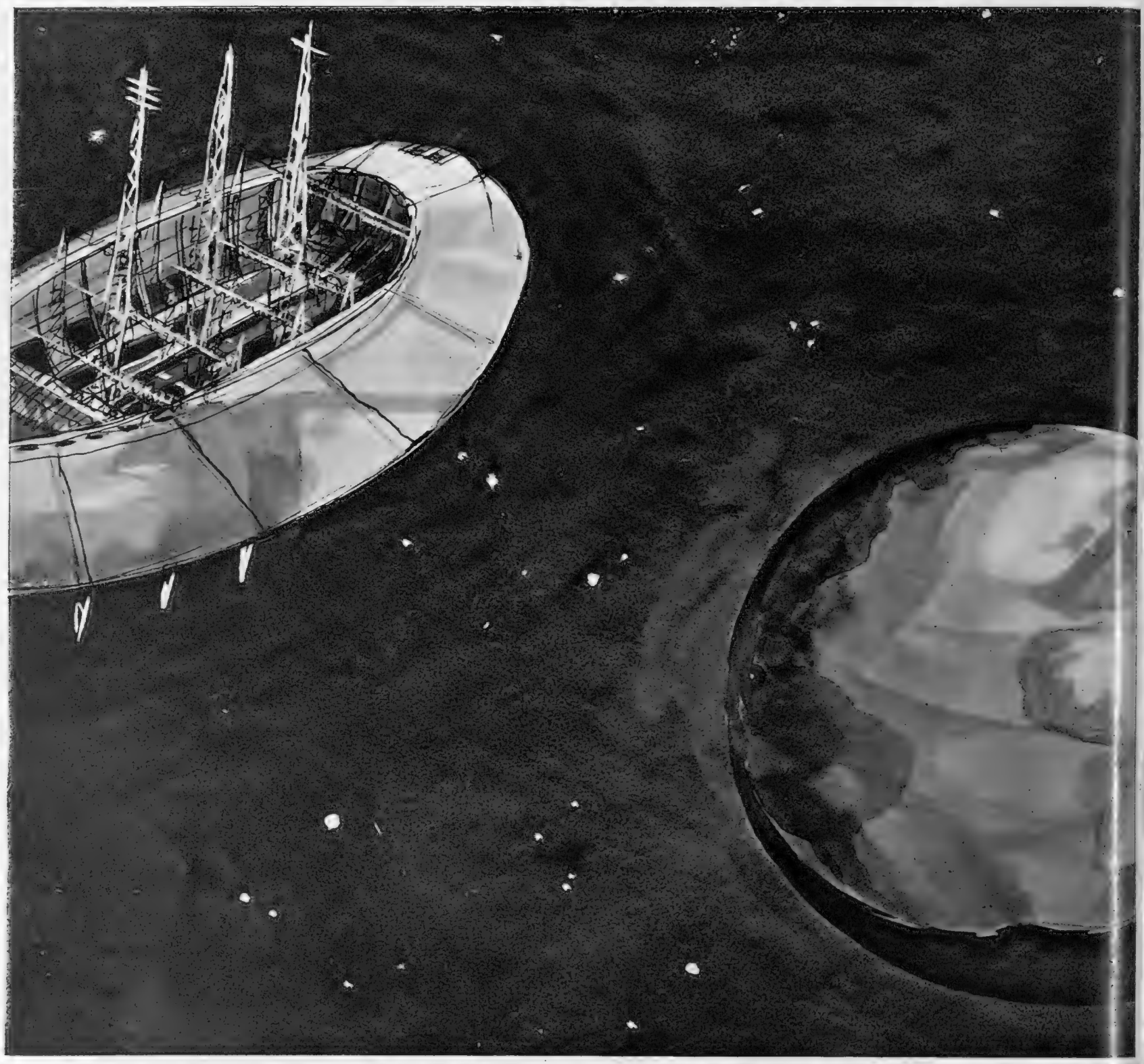
THE THREAT TO THE CALIFORNIAN FLOWER INDUSTRY: Dan Ciernick, of the McLellan Company, one of the largest flower-growing concerns in the San Francisco area, installing his "Frostguard" after the forecast of another big fall in temperature. Both the orange groves and flower-fields of California have been menaced by the unusually heavy falls in temperature, and California's coldest weather on record has caught many of the growers only half-prepared. The "Frostguard" apparatus burns crude oil, and the heat deflected from the circular disc at the summit spreads over approximately one acre

A DANISH HEALER "DISTURBS THE PEACE" IN STOCKHOLM: Dorothea Iversen recently drew crowds of 3,000 and more to her "miracle healing" seances. The crowd of sick, lame and blind became out of hand and the police were called in to control them and to stop Miss Iversen from practising

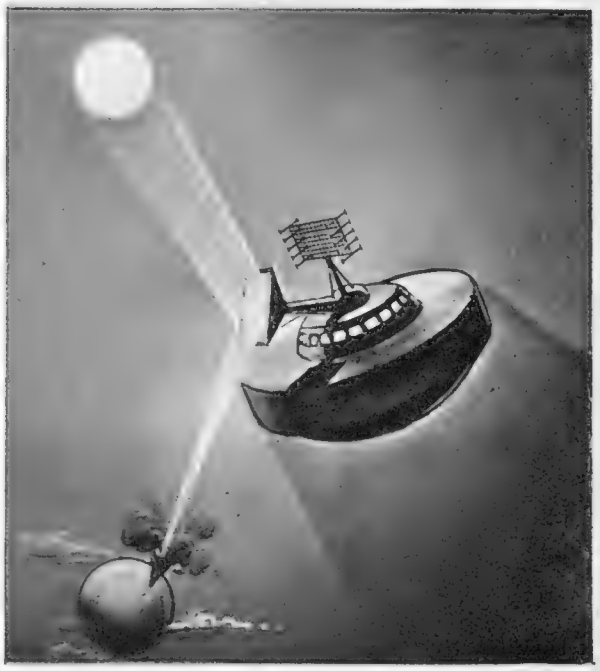
DOROTHEA IVERSEN AND AN ASSISTANT STROKE THE ARMS AND SHOULDERS OF A PATIENT AT A HEALING SEANCE: Immediately it became known that Miss Iversen was to give treatment at a hall opposite St. Erik's Hospital in Stockholm, the crowd of sick and lame were carried and wheeled to the hall. Rumour had spread that Dorothea Iversen could cure the lame by rubbing their backs and by giving them her own prescriptions. The crowd became uneasy when it heard that the owners of the hall, a Building Society, had refused further lease of the building and many tried to rush the doors. One man shouted that he would give Miss Iversen office space, but he was not allowed in

DISMANTLING THE BOCHUM DROP FORGE: German and foreign newspapermen talking to British officials outside Bochumer Verein steel workshops after six of the German workers had walked out of the plant, refusing to dismantle equipment at the drop forge. The British Military Government last week decided to take proceedings against the six German workers. At the same time the other fifteen members of the dismantling squad worked at such a snail's pace that the whole task of dismantlement is likely to take many months unless further workers are recruited. Major-General Bishop, the Regional Commissioner, has stated that as the forge was not recommended for retention by the Humphrey Committee he had no alternative but to insist on carrying out the dismantling plan as agreed by the Occupying Powers. Herr Susbach, the contractor, has asked to be relieved of the contract

HOME FROM DEVIL'S ISLAND—EX-CONVICTS ARRIVING AT BORDEAUX: After spending Christmas at sea, the men arrived in the "Ile de Noirmoutier" from the French Penal Settlement in the Iles du Salut, off French Guiana. Many of the repatriated men were due for release. Devil's Island has for long been associated with life sentences, but this picture shows that "they do come back"



"A SPACE PLATFORM," SAILING IN SPACE OUT OF RANGE OF EARTH'S GRAVITY: An artist's impression of the vast project which, according to Mr. James Forrestal, United States Secretary of Defence, is being considered by scientists of the U.S. Defence Department. The idea is to create strategically vital military outposts beyond earth's main gravitational pull. The space platform could provide radio control of missiles, including atom-headed rockets; global "crow's nests" for observations of atomic explosions anywhere in the world; weather control stations; and platforms for giant mirrors focusing the sun's rays on enemy territory to destroy war production centres. The project was hinted at by Mr. Forrestal in his report to Congress. He referred to it as the Earth Satellite Vehicle Programme, declaring that following research by each military service the whole subject has been "assigned for co-ordination" to the committee on guided missiles.—*Drawings by Martin Squirrell*



Drawing by L. T. Dunn

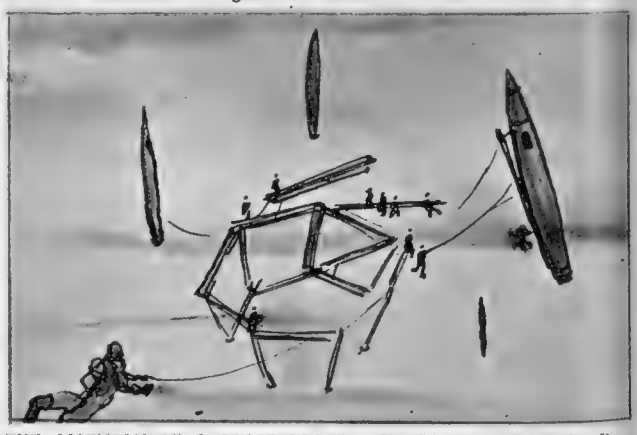
A METHOD OF LONG-RANGE DESTRUCTION IN THE JULES VERNE TRADITION: It is visualised that giant mirrors might be operated from the space platforms, focusing the sun's rays on to installations in enemy territory, and so securing their destruction. It has been confirmed that these reflectors were among the secret weapons considered by Hitler and his advisers

AMERICA PLANS THE SPACE PLATFORM

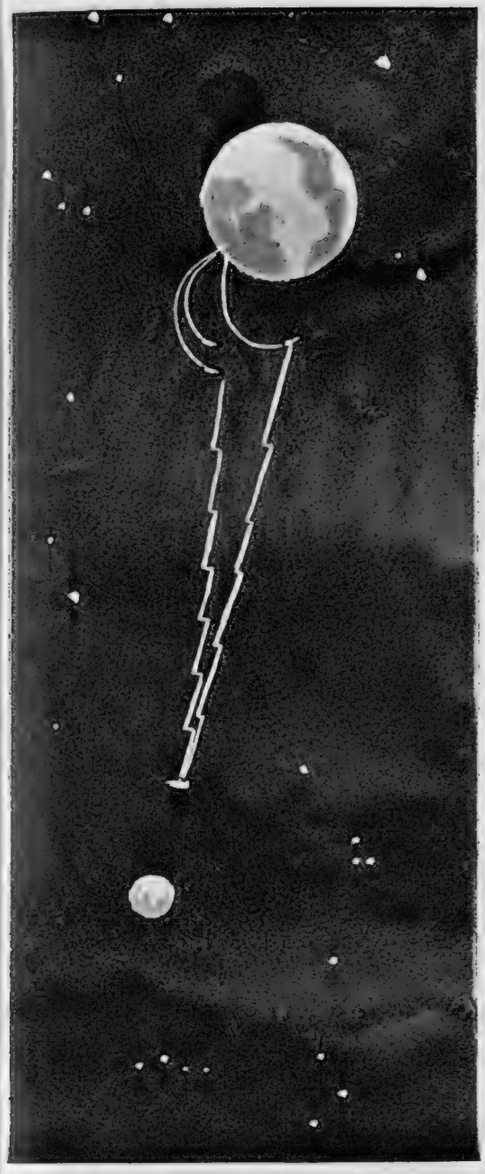
A Fire Control Point Beyond the Earth's Gravitational Pull

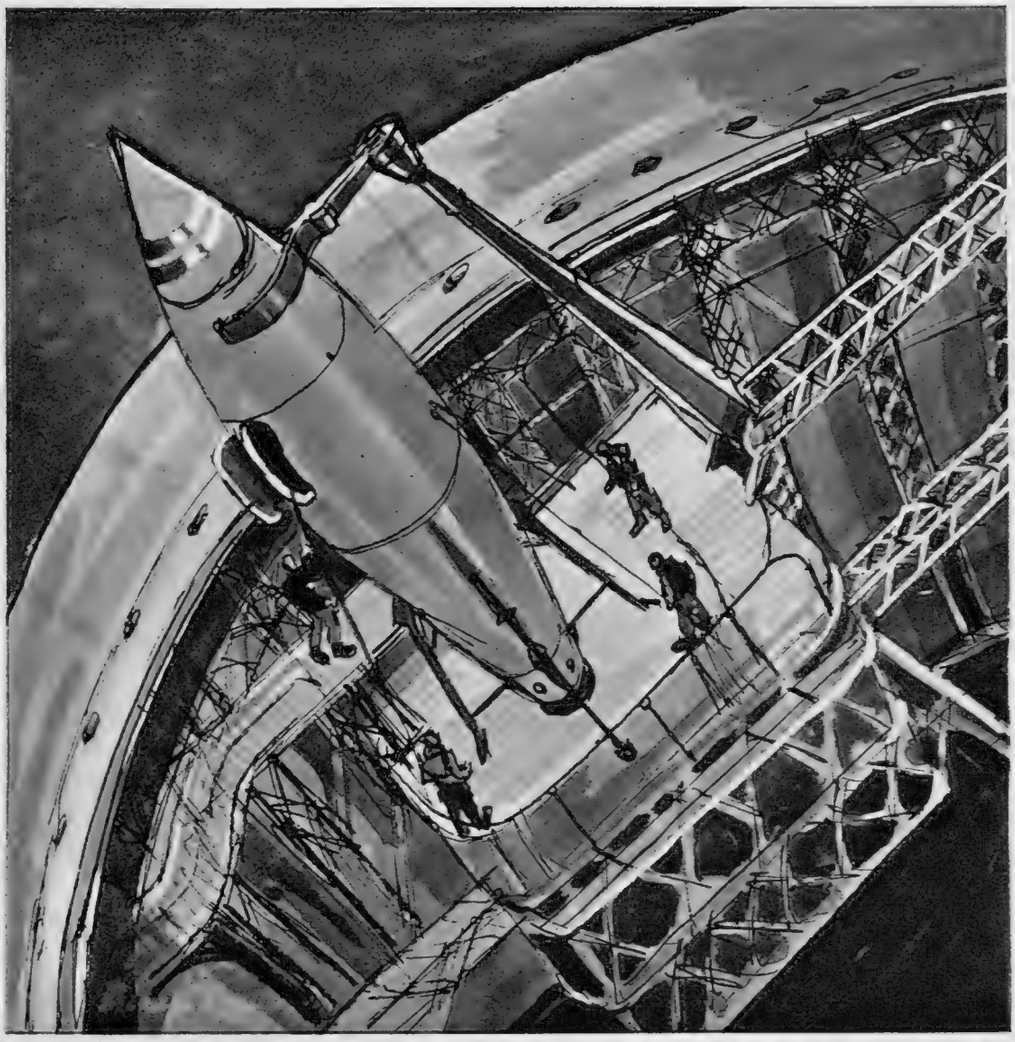
Mr. Forrestal certainly set tongues wagging when he adumbrated the possibility of the space platform, the military outpost in space from which guided missiles could be directed from one point on the earth to another point. One theory of how space platforms could be established was recently put before the British Interplanetary Society by Mr. H. E. Ross, a radio engineer. He said it should be possible to fire to a height of 22,000 miles rockets carrying prefabricated materials needed to build a 2,000-ton platform 200 ft. wide. Sixty-six journeys would do the job, he said, and the materials would be simply dumped into space. "The bits would not fall," he said, "but would circle the earth, passing over the same spot at precise intervals."

The space platforms would be difficult to shoot down. Once they had entered their orbit they would continue to fly for ever and keep the same position relative to the earth just as the moon does.



THE ASSEMBLY OF A SPACE PLATFORM: Here the artist visualises that rockets carrying prefabricated materials have been shot into space. Engineers fed with oxygen would step out into space from passenger rockets without falling to assemble the parts which had been dumped. The engineers would move about by jet propulsion, using squirts of gas from cylinders strapped to their backs





A SMALL SUPPLY ROCKET LANDS ON THE PLATFORM OF A SPACE SHIP, SITUATED BETWEEN THE EARTH AND THE MOON: The rocket is shown on making a routine visit to the space ship bringing either an exchange of personnel or supplies. *On left*—This diagram shows the relationship of the earth to the space ship and to the moon. From the space ship it would be possible to direct rockets from their firing point on the earth to their destination at another point on the earth. United States scientists declare that the first man-made satellite might not carry a human crew, but would be packed with instruments

AT WORK IN THE MAIN FIRE CONTROL ROOM OF A SPACE PLATFORM: A group of scientists engaged in their task of directing guided missiles from one point upon the earth to another. The man on the right is seated before the cathode-ray tubes on which are recorded the movements of missiles. The idea would seem to border on the fantastic, but American scientists, aided by Germans, are known to be pushing forward with a number of elaborate projects of this nature

ONE OF THE LOCKS OF THE ST. MARTIN CANAL WHICH CARRIES BARGE TRAFFIC THROUGH THE HEART OF PARIS, FOR PART OF THE WAY BEING VAULTED OVER AS IT PASSES BENEATH THE BOULEVARDS : Originally constructed in 1822-1826 to cut off a 65-mile strip of the meandering Seine, the canal forms part of the vast network of waterways which make Paris the No. 1 port of France

PARIS AS THE No. 1 PORT OF FRANCE

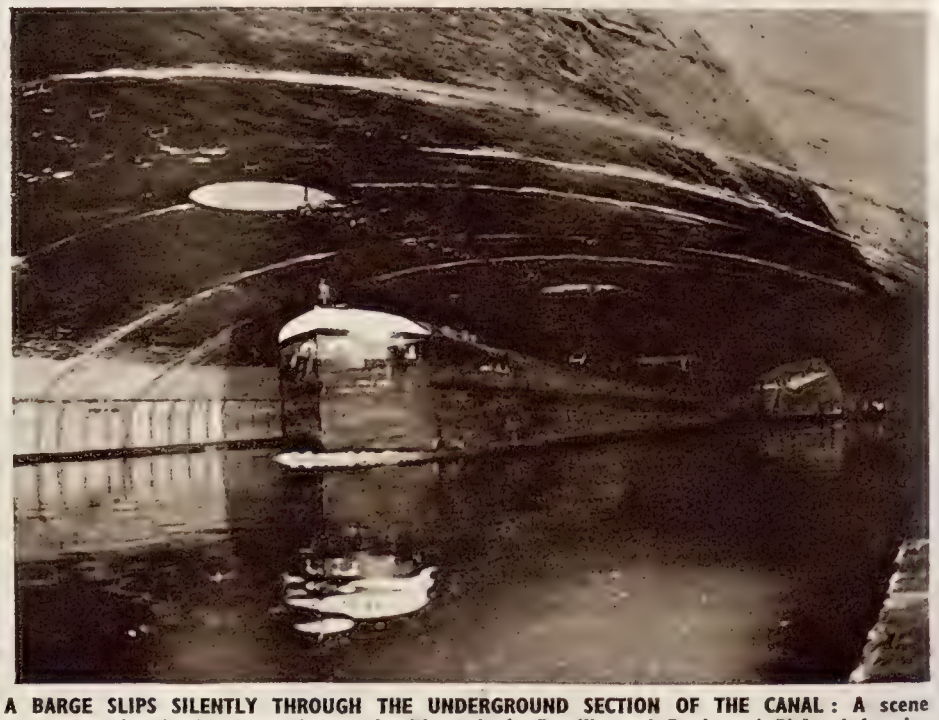
Barge Traffic on the Canal St. Martin

Rouen, Marseilles, Le Havre and Cherbourg, with ocean-going vessels crowding their quays, are inferior to Paris in the volume of water-borne tonnage handled annually. This is a fact affirmed by the Paris harbour authorities, who point with pride to the enormous quantities of goods carried on the city's waterways by power barges which come in along the Seine and Marne systems. The pictures on this page all relate to the Canal St. Martin, which strikes through northern Paris. The ramifications of this part subterranean system are immense. One of these subterranean sections runs beneath the Boulevard Richard Lenoir and the Place de la Bastille, eventually joining the Seine at the Bassin de l'Arsenal

A BARGE ENTERS THE FINAL LOCK BEFORE DROPPING DOWN INTO THE SUBTERRANEAN SECTION OF THE CANAL : This section, linking the northern part of Paris with the Seine, stretches for 1½ miles

"LA FLUVIALE" PASSES THROUGH THE LAST OF THE ST. MARTIN LOCKS : A barge, laden with merchandise for the port of Paris, about to enter the subterranean way which will bring it eventually to the waters of the Seine. These locks are over 120 years old. The subterranean way was constructed in 1900

A POWER BARGE SLIPS OUT OF SIGHT THROUGH THE SUBTERRANEAN SECTION OF THE CANAL : It has just passed through the last of the nine locks which lift or lower the barges 120 ft. in the course of the journey between the Seine and the Bassin de la Villette



A BARGE SLIPS SILENTLY THROUGH THE UNDERGROUND SECTION OF THE CANAL : A scene taken in the blackness below the Place de la Bastille and Boulevard Richard Lenoir. Originally constructed as an open canal, the St. Martin was covered in order to facilitate the flow of surface traffic. Collisions occasionally occur in this underground section, but powerful tugs with searchlights are always on hand to deal with wrecks

ALL EYES ON AKABA

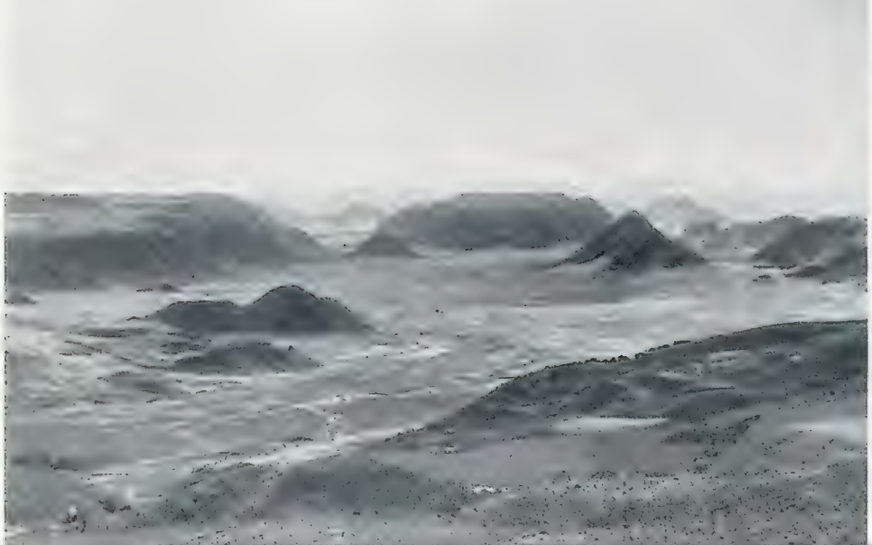
The Middle-Eastern Port to which Britain has Sent Troops

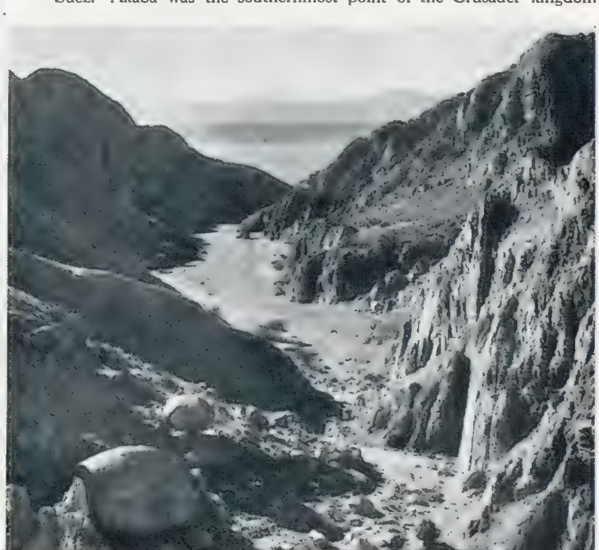
Last week there were reports that Israeli troops were advancing towards Akaba, near the meeting-point of the Transjordan, Saudi Arabian and Egyptian frontiers. Apart from the political objective—a *fait accompli* to confront the United Nations—the occupation of the Negeb down to Akaba would not only completely cut the land communications between Egypt and the rest of the Arab world, but would deprive Transjordan of its only direct access to the sea. The little port of Akaba has a fascinating history, going back to the days of Moses. Moses went that way towards the end of his wanderings, Akaba then being called Eloth, and it was there that Hiram, King of Tyre, kept a fleet of merchant vessels that traded to the land of Ophir.

THE GULF OF AKABA SEEN FROM THE BARREN MOUNTAINS OF TRANSJORDAN: The little port, to which a British force has been sent, nestles beneath the mountains in the foreground of this picture. Near this point the frontiers of Transjordan, Saudi Arabia and Egypt meet. Last week it was reported to be threatened by Israeli troops, who had reached a point eighty miles distant with one of their mobile columns

EVENING FALLS UPON AKABA: Looking across the gulf from the little port which has seen so much of history. In the background are the mountains of the Sinai Peninsula

A REMINDER OF CRUSADER DAYS: Faraoun Island, in the Gulf of Akaba. Towards the right of the island is the Crusader castle. It was here that the French knight Renaud de Chatillon maintained a fleet of small warships in which he put out to fight the Saracens in the Gulf of Suez. Akaba was the southernmost point of the Crusader kingdom





THE RUGGED COUNTRY THAT LIES BEYOND AKABA: *Left*—Looking down the Wadi Akaba from Ras el Nequeb, on the El Maan mountain plateau. There is no railway through the valley, owing to the steepness of the descent, but along the road supplies are taken to Transjordan from the port of Akaba, including those of the Transjordan Arab Legion. *Right*—The rugged mountains of the Hejaz to the east of the Gulf of Akaba. It was through this wild country that the Queen of Sheba travelled when she went to visit King Solomon, and it was there, too, that Lawrence of Arabia operated during the First World War

THE WEST FRONT OF WELLS CATHEDRAL, CONSIDERED ONE OF THE BEST EXAMPLES OF EARLY ENGLISH ECCLESIASTICAL ARCHITECTURE: It is ornamented with over 300 statues, many of them perfect specimens of Medieval sculpture. The sculptures, added about the year 1280, are attributed to English artists, although some authorities have suggested that they are the work of Italians. The twin towers were added at different periods in the fourteenth and fifteenth centuries. Wells, despite its rural aspect from some directions, is much hemmed in by houses on the north side, and the proximity of a main road through this built-up area and the consequent vibration of heavy traffic has of recent years caused much concern. Indeed, eighteen months ago Sir Charles Nicholson, consulting architect to Wells, issued a warning with regard to the east end at Wells, particularly in view of the fact that notices prohibiting heavy vehicles from using the Chain Gate had been disregarded. It was even hinted that the east end of the building might collapse unless swift measures were taken to deal with the danger. Ministry of Transport co-operation has now been obtained

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HOLLOWS ARE WORN IN THE ANCIENT STAIRWAY: Generations of clergy passing from the Cathedral to the Chapter House have worn away the stone. The Chapter House, adjoining the North Transept of the Cathedral, was built during the episcopate of William de Marchia between 1293 and 1302

PALACE AND FORTRESS: The crenellated walls of the Bishop's Palace at Wells surro is fed by the springs which give the city its name. The palace has dual gat and has all the appearance of a feudal stronghold. Dissension between the ter Wells, who took a strong dislike to clerical authority, caused Bishop Ralph o

CLUSTERING ROUND THE CATHEDRAL: In these quaint fourteenth-century dwellings lived the singing clerks of Wells Cathedral. The cottages—known as "Vicar's Close"—adjoin the Chain Gate, built as a passage for the choristers. They have not been substantially altered, except for the side chimneys, since they were built by Ralph. At the extreme end is the Chapel added by Bishop Bubwith

EATENED
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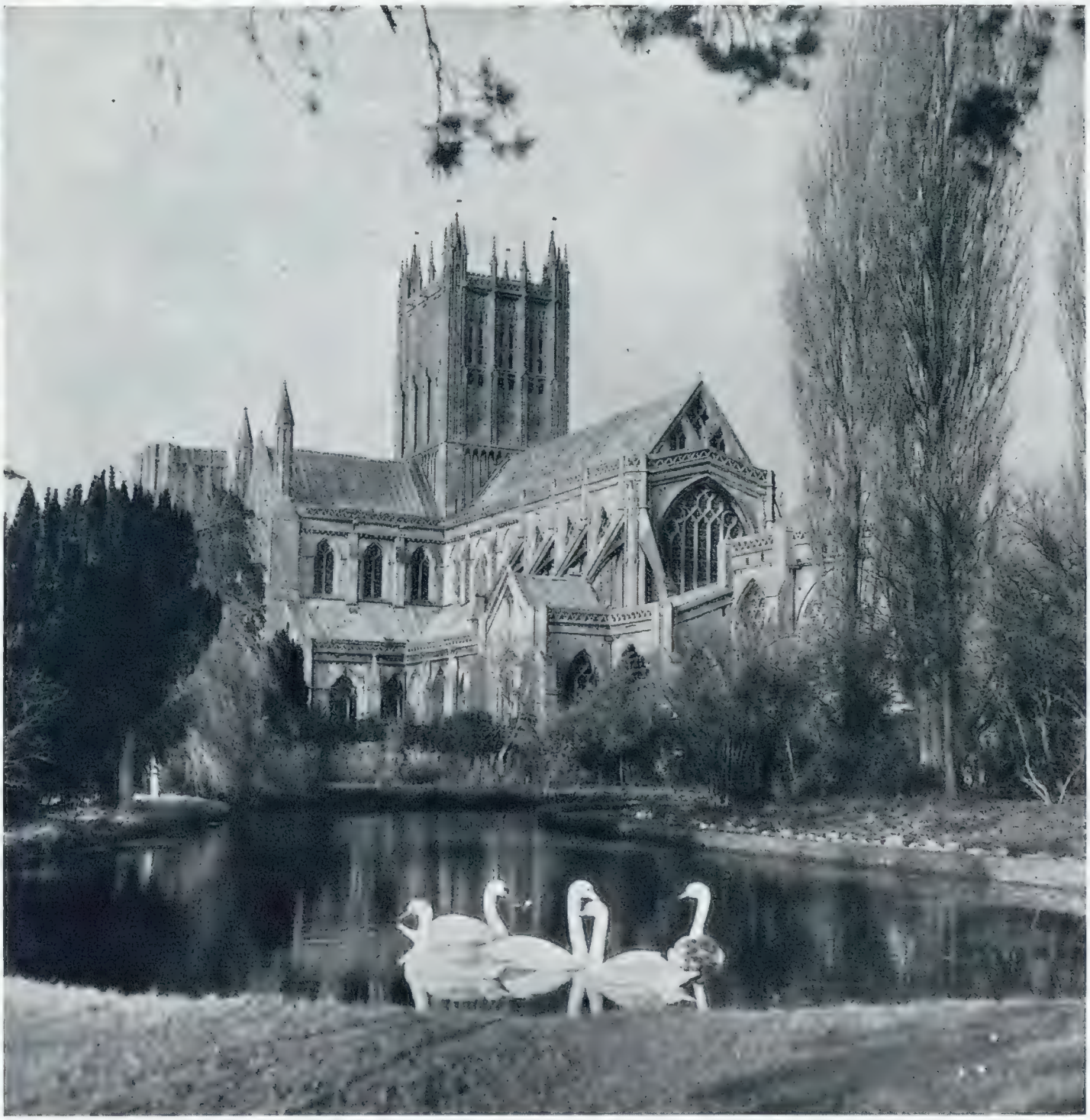
Country Cathedral

inded by a moat which
ways and a drawbridge,
ergy and the citizens of
to add the fortifications



THE GLORY OF WELLS—THE WEST COUNTRY CATHEDRAL FROM THE EAST END, WHERE ITS BEAUTY IS FULLY REVEALED: As one writer has observed: "The church, from lack of bulk, cannot hold its ground against the soaring apse of Amiens, or against the windows of the mighty eastern gable of Ely. The cloister cannot measure itself against Gloucester and Salisbury; but the charm and glory of Wells lie in the union and harmonious grouping of all." The danger in which the Cathedral stands from the vibration of traffic has been most pronounced at this east end. The Ministry of Transport, it is understood, is now about to confirm a local order prohibiting the use of certain streets to heavy vehicles, and there seems little doubt that when put into effect this will arrest the present deterioration

THE WORLD'S MOST FAMOUS PAINTER

Mr. Churchill Sets Out on a Riviera Painting Trip

In May 1915, when Mr. Churchill left the Admiralty but still remained a member of the Cabinet and the War Council, he found himself in a position of knowing everything but able to do nothing. To say the least of it, he found the situation irksome, and then it was, he says, "that the Muse of Painting came to my rescue—out of charity and out of chivalry. Some experiments in the country one Sunday with the children's paint-box led me to procure the next morning a complete outfit for painting in oils." The rest of the story the world knows, and now Mr. Churchill has developed his pastime so far that he is an exhibitor at the Royal Academy and holds the unique title of Honorary Academician Extraordinary. The pictures on this page were all taken shortly after Mr. Churchill's arrival in Monte Carlo this month

THE RIGHT HON. WINSTON SPENCER CHURCHILL, O.M., C.H., M.P., HONORARY ACADEMICIAN EXTRAORDINARY: Mr. Churchill at Cap D'Ail, Monte Carlo, where he went at the beginning of January to carry on writing his memoirs in the Riviera sunshine. He has also taken the opportunity to indulge in his favourite pastime of painting, going out on several expeditions accompanied by his escort, who often help him with his painting equipment

THE PAINTER AND HIS COMPANIONS: In the top picture Mr. Churchill is seen during his Riviera holiday about to enter his car before setting out on a day's painting expedition. The three pictures below show members of his escort installing the artist's equipment (including his sombrero) in the car and also carrying it back to the hotel at Monte Carlo

ON THE ROCKS AT VILLEFRANCHE, A CHURCHILLIAN MASTERPIECE TAKES SHAPE UNDER THE EYE OF A MEMBER OF HIS ESCORT: Mr. Churchill, seated before his easel, puts the finishing touches to a seascape. On the wall just behind him is his box of paints and other equipment. "Painting is a friend who makes no undue demands," Mr. Churchill has written, "excites to no exhausting pursuits, keeps faithful pace even with feeble steps, and holds her canvas as a screen between us and the envious eyes of Time or the surly advance of Decrepitude"

SOUTH AFRICA DECLINES MANN'S CHALLENGE

A Tame Finish to the Third Test at Cape Town

ALEC BEDSER JUMPS FOR IT: The England bowler making a vain attempt to catch Wynne off a delivery by Gladwin during South Africa's first innings in the Third Test Match at Newlands, Cape Town. The Test was drawn. In the background is the elaborate Newlands scoreboard, one of the finest in the world

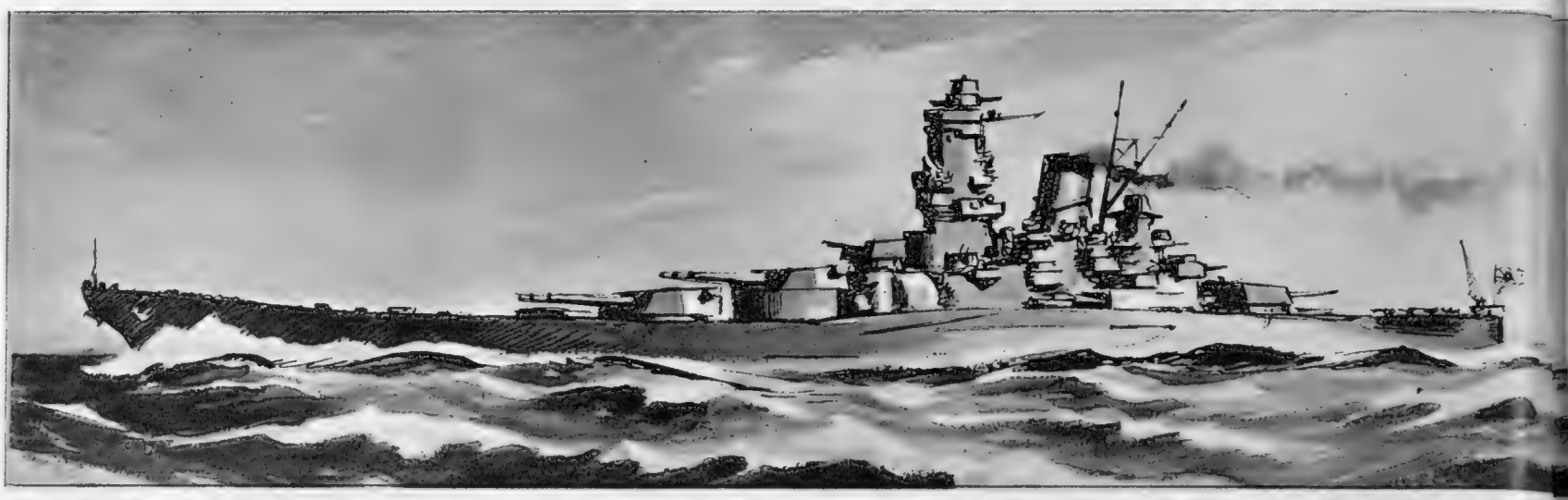
Both England and South Africa are very evenly matched, and on the far from exciting South African wickets it is hard for either side to gain a decision in a four-day Test. In the Third Test at Cape Town the onus for the stalemate surely rested on the shoulders of Bruce Mitchell, who took so long in compiling his monumental 120 that it left no chance for either side to complete a second innings. Mann's declaration gave the dying match a few sparks of life, but the South Africans, set to get 229 runs in just over two hours, did not attempt the task, and in the final minutes a spirit of levity entered the game. Mann is proving a great captain in South Africa, and his slight unorthodoxies have endeared him to the cricketing public. He has boosted the English fielding almost up to Bradman's Australian standards

IN THE SHADOW OF TABLE MOUNTAIN: F. G. Mann (left), the English captain, and Dudley Nourse tossing before the start of the match. Mann has been an inspired leader of the touring team, showing a partiality for lively cricket and, in the manner of all good captains, winning the toss more often than not. His batting has improved steadily during the tour, and his 44 in the Third Test was a valuable contribution

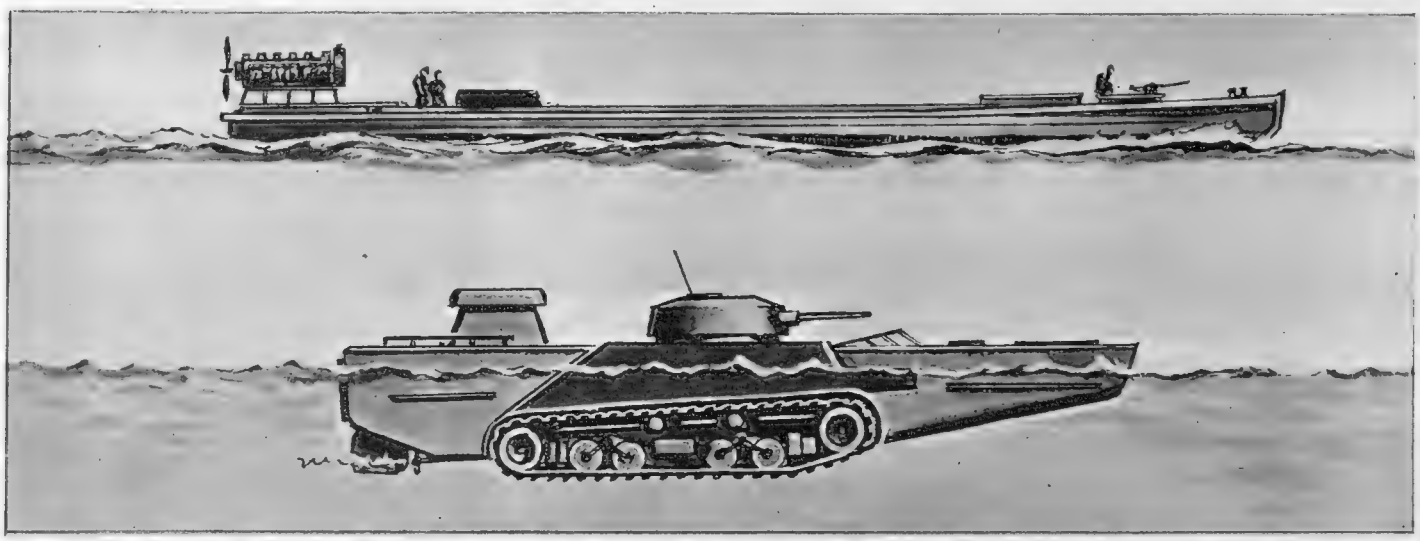
ENGLAND'S CAPTAIN SLIPS AND IS ALMOST STUMPED BY WADE: An incident in the first innings of the Third Test, when Mann contributed a valuable 44 at a time when wickets were falling fast and after Compton had been dismissed cheaply. Mann's declaration in the second innings, giving the South Africans an outside chance of victory if they cared to go for the runs, received some criticism, but the general consensus was that he had made a timely and important contribution towards brighter Test Matches

A BOWLER WITH A BIG FUTURE IN TEST CRICKET: C. McCarthy, the nineteen-year-old South African. McCarthy and A. Rowan were the only two South African bowlers to show any real danger on the rather heart-breaking Newlands wicket. McCarthy is very weak with the bat, and at the end of the Third Test had an average of 2

SOME MIGHTY HITTING FROM WASHBROOK AND CRAPP: *Left*—Crapp smiting a no-ball for six, and (*right*) Washbrook hitting out during his valuable innings of 74. Washbrook has excelled in the present tour, retrieving past failures as an opening batsman, and at the moment he and Hutton head the Test averages



THE 70,000-TON BATTLESHIP "YAMATO," ONCE THE PRIDE OF THE JAPANESE NAVY, WHICH WAS SUNK IN THE PACIFIC AS THE RESULT OF ELEVEN TORPEDO HITS AND FOUR OR MORE BOMB HITS FROM A U.S. AIRCRAFT-CARRIER: The "Yamato" and her sister-ship "Musashi" were the largest battleships ever built for any navy. Both had very short careers. The "Yamato," laid down in 1937, was completed in December 1941 by the Kure Naval Dockyard, only to be sunk by bomb and torpedo in 1944. Her sister-ship was completed by the Mitsubishi Dockyard in August 1942, and was also sunk by U.S. naval aircraft in 1944. These two giants of 64,000 tons standard displacement were designed for a full-load displacement of 70,800, but this actually worked out at 72,800. They were armed with nine 18·1-in., six 6·1-in. and twelve 5-in. guns. The secondary 6·1-in. anti-aircraft battery was of comparatively little value against aircraft



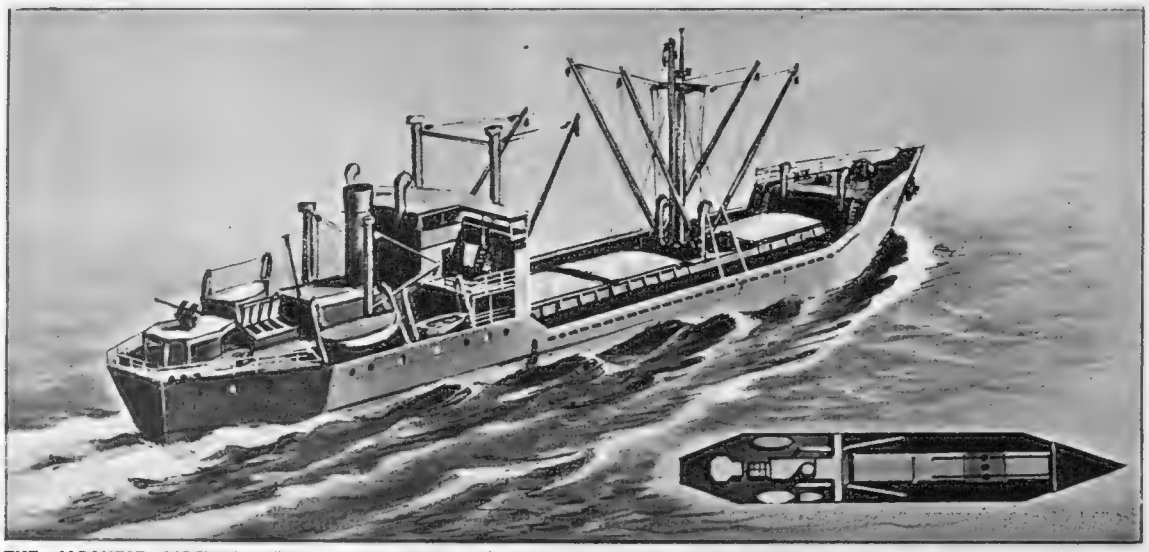
EXAMPLES OF JAPANESE IMPROVISATION: In preparation for amphibious warfare, Japan built large numbers of landing-craft. These by Allied standards were generally of poor and amateurish design, but nevertheless proved reasonably effective for the purpose. Amongst the more interesting types was a landing-craft of exceptionally light draught, which is seen in the upper part of this drawing. Designed for negotiating weed-infested waters as well as shallows, it was propelled by an airscrew fitted aft. This type was 64 ft. long and 9 ft. in breadth. The lower illustration shows a 10½-ton amphibious tank which was fitted with detachable buoyancy pontoons fore and aft, and which could be instantly released from inside the vehicle. The armament included one 37-mm. cannon

SECRETS of the JAPANESE NAVY NOW REVEALED

A Post-War Investigation of Her Great Fleet

Drawings by L. T. Dunn

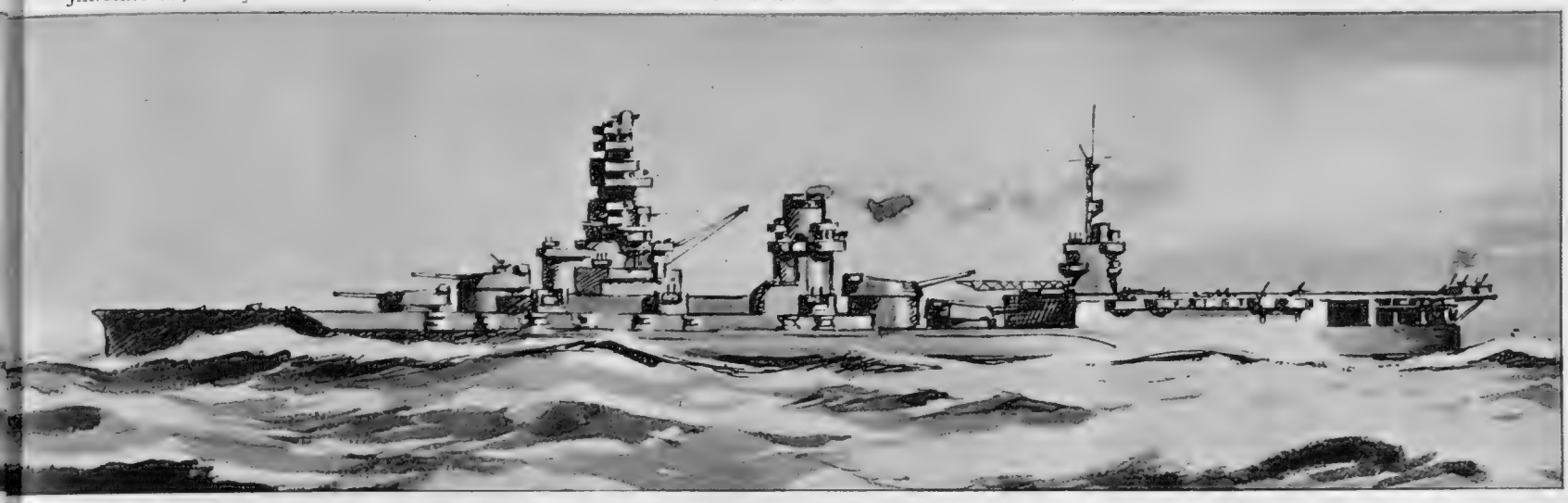
The Japanese Navy: For many years it was extremely difficult to obtain accurate information about the Japanese Navy. They kept their naval secrets better than any other nation and their censorship was as strict in peace-time as in war. Only recently has it been possible to get detailed information about the newer vessels of the former Imperial Navy which were arrayed against us. The Japanese entered the war with eleven battleships, nine carriers, eighteen heavy cruisers and twenty-one light cruisers. Later one battleship, sixteen carriers and four light cruisers were added. At the time of their surrender there was only one major unit, the 6,000-ton cruiser *Sakawa*, left in fighting condition. The others, if not sunk, were badly damaged. The bizarre outward appearance of their ships has for long been a byword. Probably the hump-backed hulls, pagoda-like superstructure and trunked funnels have been the best-known features. Latterly improvisation appears to have been a grim necessity. A large part of the carrier strength, even amongst the larger units, has been made up of converted vessels. Indeed, most of the largest Japanese liners were rebuilt as such. As regards landing-craft, the types were generally simple and crude, but as the land forces placed less reliance on mechanised forces than the Allies, these craft were usually adequate. The Japanese reached the pinnacle of their achievement when they built the giant battleships *Musashi* and *Yamato*. The loss of these two and their former sister-ship, which had been completed as an aircraft-carrier, was a shattering blow to Japanese naval morale



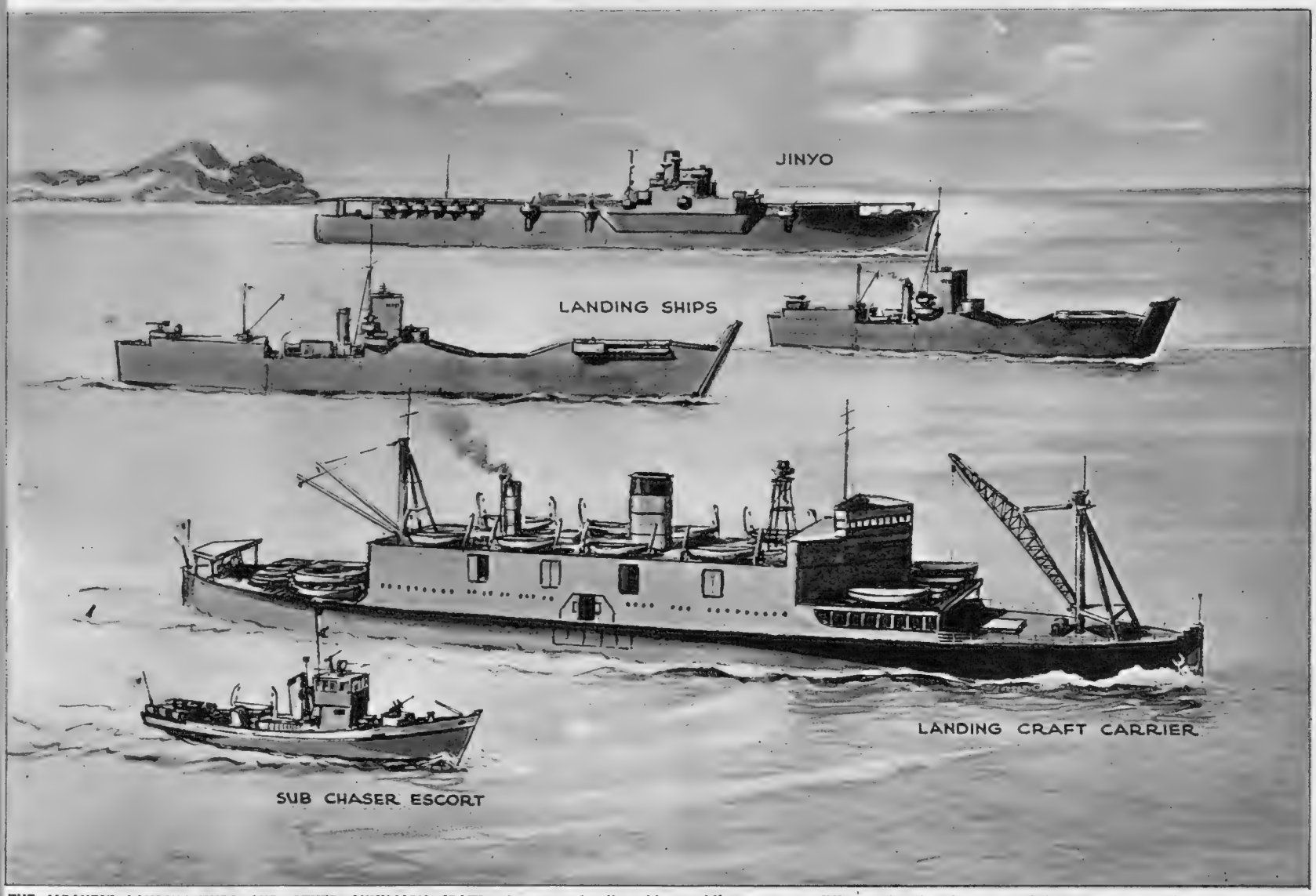
THE JAPANESE LIBERTY SHIP: Besides naval craft, a large number of standard merchant ships were built. The vessel shown is one of a numerous class, built in Korea. Steam-driven and of 2,300 tons gross, she had the low speed of 9 knots

On right—**CRUISER AND DESTROYER TYPES OF THE SECRET JAPANESE NAVY: Extreme left and right—Cruisers of the Tone and Agano classes. Inner left and right—Destroyers of the Shimakaze and Terutsuki classes.** The two 12,000-ton cruisers *Tone* and *Chikuma*, completed just before the war, were remarkable for the arrangement of their main armament. This consisted of eight 8-in. guns, and all were placed together forward, leaving the after part free for the eight aircraft which were carried. Forward and aft of the twin catapults were sixteen torpedo tubes. Both ships went down in 1945. Usually Japanese warships have suffered from being over-armed, but in the four ships of the war-built Agano class this was not so. Ships of 6,000 tons, they had a speed of only 30 knots, yet only mounted six 6·1-in. guns. Besides these were one quad set of torpedo tubes and two aircraft. Yet the U.S. San Diego-class cruisers of the same tonnage had an advantage of an extra 8 knots speed, in spite of mounting twelve 5-in. guns and eight torpedo tubes, quite apart from protection common to both. The twelve destroyers of the Terutsuki class were longer and faster than their U.S. counterparts. Of 2,300 tons displacement, they were 435 ft. in length and had a speed of 40 knots. The slightly smaller Shimakaze-class ships were reputed to have the heaviest torpedo armament of any Japanese destroyers, mounting fifteen 24-in. tubes

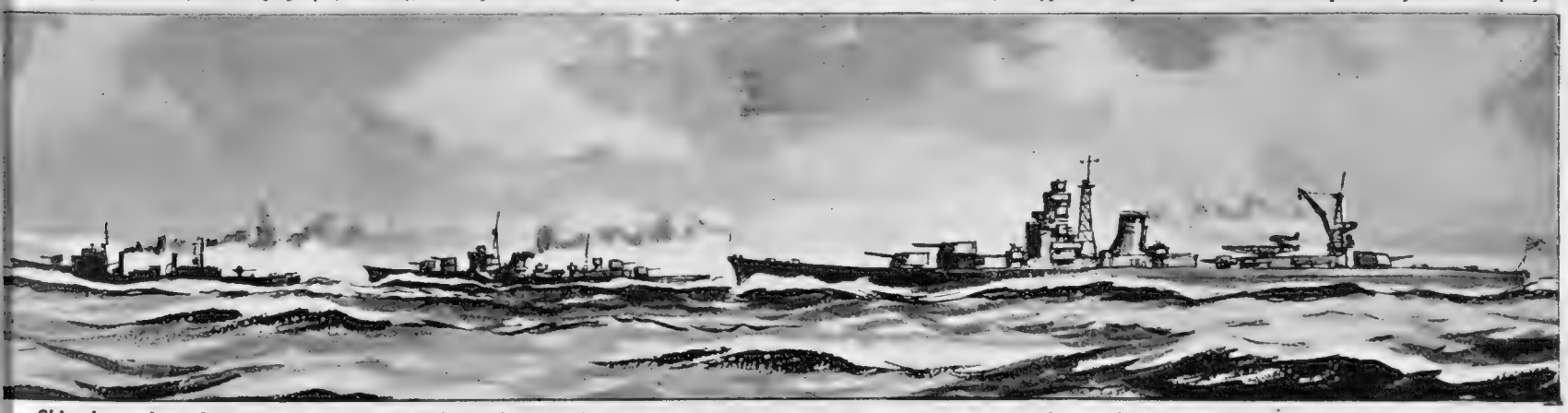
Tone-class cruiser



REDUCED TO A WRECK BY AIR ATTACKS OF THE U.S. THIRD FLEET—THE JAPANESE BATTLESHIP "ISE," ONE OF THE TWO SHIPS OF HER CLASS, EACH OF 34,500 TONS: The two ships, generally comparable to our Queen Elizabeth or Royal Sovereign classes, had their main armament greatly reduced when they were reconstructed in 1943-44. Of their original twelve 14-in. guns, four were taken out to make way for a hangar and flight deck aft. The old 5·5-in. casemate guns were also scrapped and replaced by extra A.-A. armament. In many ways the conversion was reminiscent of that carried out on our H.M.S. "Furious" in the First World War. Both the "Ise" and her sister-ship "Hyuga" were sunk in July 1945, within four days of each other, both of them victims of the U.S. Third Fleet. The tonnage of the two vessels was originally thought to be 29,990 tons, that being the misleading figure published by the Japanese



THE JAPANESE LANDING-SHIPS AND OTHER AUXILIARY CRAFT: Japanese landing-ships, while not very different in size from our L.S.T.s, had a curious "swayback" hull. They were 264 ft. in length and had a ramp and deck elevator for handling tanks. Personnel were also landed by an outboard ramp. Incredibly large numbers of troops were carried on some of their invasion craft. The landing-craft carrier in the foreground, with a displacement of only 7,500 tons, could take 8,600 troops as well as 150 landing-craft of varying sizes. These were handled by derricks and a 25-ton crane. The small craft in front is one of a large class of wooden-built escort and anti-submarine vessels. Of low performance, they had a speed of only 10 knots and were about 100 tons displacement. A part of the Japanese carrier strength was made up of converted cargo ships and liners, and the *Jinyo* (21,000 tons), formerly the North German Lloyd liner *Scharnhorst*, seen in the distance, is a typical example of these. She was torpedoed by the U.S. *Spadefish*



Shimakaze-class destroyer *Terutsuki-class destroyer* *Agano-class cruiser*

HOME NEWS IN PICTURES

THE LIGHT BLUES BEGIN THEIR BOAT-RACE PRACTICE : The Cambridge "A" crew shooting a bridge during initial practice on the Cam in preparation for the race against Oxford on March 26. At the moment they have two crews under training and from these will be decided the composition of the Boat Race crew. "A" crew is stroked by Ian Laing, the President

THE PRESIDENT LEADS THE WAY : Ian Laing, President of the Cambridge University Club, returning to the boat-house with the "A" crew after completing a practice spin on the Cam. The "A" and "B" crews have both shown promising form during these outings preceding the really serious work

A CELEBRATED TOLL BRIDGE FREED : With the completion of the purchase of Teignmouth and Shaldon Bridge by the Devon County Council, yet another bridge is freed to the travelling public. On the day that negotiations for the purchase were finished there was a short ceremony at which Sir John Daw, a noted figure in Devonian affairs, declared the bridge for ever free

"THE ROARING GAME" OF CURLING : A view of the rinks during the recent Curling Tournament on the loch at Clerach, Upper Deeside. The winter sport of curling has been practised in Scotland in one form or another for more than 400 years. The earliest curling-stones were natural boulders. The stones now in use weigh 36 to 40 lb. Each player carries a broom with which he sweeps the ice in front of "lazy" stones

THE DRAW FOR THE FOURTH ROUND OF THE FOOTBALL ASSOCIATION CUP : The fate of the teams is dependent upon these numbered balls which are drawn from a black bag. London's crack team, the Arsenal, found themselves drawn against the powerful Derby side. Chelsea are matched against Everton

THE RETURN OF THE GILDED GRASSHOPPER : The celebrated emblem, survivor of two disastrous fires in 1666 and 1838, and which was removed from the top of the Royal Exchange owing to the war, was last week re-erected on its original perch above the Exchange. The grasshopper is 11 ft. long, weighs 2 cwt., and is made of gilded copper. It was the legendary crest of Sir Thomas Gresham, who built the first Exchange in 1566. The Royal Exchange, which had been closed since the flying-bomb attacks, because of the danger created by its glass roof, is now open again as a rendezvous for City workers. This Exchange is the third to be erected on the site

CHURCH INTO GARAGE: The congregation of this church in Whithorn, the Royal and municipal borough and Irish Channel seaport of Wigtownshire, joined, a few years ago, with another church, leaving their own empty and to become derelict. It was taken over and converted into a garage, and now the unusual scene, pictured above, has become a commonplace to the people of Whithorn. The body of the church has become the repair shop; the vestry a workshop; and the entrance is adorned with pumps

REMOVING A RAILWAY BRIDGE AND REPLACING IT WITH A NEW ONE IN TWENTY-TWO HOURS: Close proximity of houses and shops complicated the task, the old bridge having to be removed in halves. The old St. Mark's Road bridge on the Hammersmith and City Line was replaced by a new 165-ton steel and concrete bridge within the scheduled time of twenty-two hours. The new bridge had already been built alongside the old, but, because of nearby buildings, it could not be placed exactly beside it. The actual rolling-in of the new bridge took 1 hr. 32 mins.—at a foot a minute to bring it alongside, plus a further half-hour to move it 4 ft. sideways into its final position

THE LION COMES DOWN FOR A CLEAN: One of the two lions of the Red Lion Brewery, South London, which will be refurbished and incorporated in the Festival of Britain Exhibition in 1951. The reprieve of the lions was due to an inquiry made by the King, who asked his secretary to telephone the chairman of the Council, expressing his interest and his belief that there were two lions and not only one, as had been generally reported. It was established that this was so and that there had been a third which disappeared during the war. It has now been decided that the two lions shall be preserved when the brewery is demolished

THE "WEATHER OBSERVER" IS OBSERVED FROM A R.A.F. HALIFAX ON A WEATHER-WATCHING PATROL: The meeting took place in mid-Atlantic, 600 miles from Greenock, the Halifax descending from its normal height of 20,000 ft. to take this picture. The Atlantic seaboard Powers each provide vessels and aircraft for the patrols under the International Civil Air Organisation, which produce weather reports and navigational aids for trans-North Atlantic ships and aircraft. Four Flower-class corvettes, of which the *Weather Observer* is one, were converted at the Royal Naval Dockyards at Sheerness for the Meteorological Office of the Air Ministry. In addition, R.A.F. Halifax bombers make daily ten-hour, 2,000-mile flights over a triangular course and contact the weather ships to exchange information. These surface and upper-air observations are transmitted to the Meteorological Office at Dunstable

ERECTING THE NEW BRIDGE: The eighty-four-year-old railway bridge in North Kensington was replaced with the minimum dislocation of traffic. While the work progressed, a special bus service was put on to carry passengers between the Ladbroke Grove and Latimer Road stations

RURAL HOUSING AT LONG MELFORD: These houses, the first in a scheme for eighty-six similar ones, have been designed by Messrs. H. C. Hughes and Peter Bicknell, F.R.I.B.A., for the Melford Rural District Council in Suffolk. The houses are of the three-bedroom, kitchen-dining-room type and are arranged so that they will be grouped round a central playing-field

THE MERIONETH SLATE TOWN OF BLAENAU FFESTINIOG : Once a hamlet famed for its knitted socks, Blaenau now depends almost wholly on slate. It contains the largest slate mine in the world, the Oakley

The SLATE TOWN of NORTH WALES

Blaenau Ffestiniog and Its Age-Old Industry

In the past Wales has had many towns which put all their eggs in one basket. In these days they are becoming fewer, as witness the recent developments in the southern part of the Principality, where new light industries have come to bolster up the economy once dependent almost wholly on coal and steel. Blaenau Ffestiniog, in Merionethshire, is an example of the older order. Since Roman times its slate quarries have been worked, and men have dug into the mountains and dragged the huge irregular blocks of slate to the surface—first to build a village, and finally to build a town. Slate transformed Blaenau from a sock-knitting hamlet to a town that can employ vast numbers of men in its quarries, where they work in teams of four. Two men work below ground in lofty chambers to win the slate, and two above in the mills to dress the blocks. In the largest slate mine in the world, the Oakley, where they have been mining for hundreds of years, men go down 1,400 ft. Unlike coal-mining, there is no gas, and the men can smoke.

SHEEP AMONG THE SLATE PILES : Unless gates are closed their wanderings from the mountains cause havoc in the gardens of Blaenau

AT OAKLEY SLATE MINE : The mine manager (right) with a visitor standing on the mound which overshadows the town like a small mountain. The actual mountains which surround the town act as a barrier to Atlantic winds, causing heavy rainfall

DRILLING FOR SLATE IN A BLAENAU FFESTINIOG QUARRY : Men working on the slate-face 1,000 ft. below ground. In the top left corner a man is seen drilling in preparation for blasting operations, while the two men below cut the slabs of slate which are hauled to two other members of the team above, who then dress the blocks

THE BIG CARLTON DEAL

New Zealand Buys a Site for the New New Zealand House

A sum approaching £500,000 is believed to be involved in the sale of the Carlton leases to the New Zealand Government. Plans for the rebuilding have not reached the stage at which it is possible to predict the future of His Majesty's Theatre, which stands on the site of London's first opera house, but it is clear that it will continue to run for some time to come. The hotel, which was requisitioned in 1942, will continue to be used for Government conferences. The Carlton and His Majesty's Theatre, in its present form, were built in 1899, and the hotel won distinction with its famed chef Escoffier. The theatre, built by Sir Herbert Tree, has been the scene of many great successes, including *Chu Chin Chow*, which achieved a London record of 2,238 performances. The original opera house was completed in 1705, and destroyed by fire in 1789. The second theatre, where Jenny Lind appeared, met the same fate as the first in 1867.

LOOKING ACROSS THE HAYMARKET TO THE CARLTON SITE WHICH HAS BEEN ACQUIRED BY THE NEW ZEALAND GOVERNMENT AS THE SITE FOR NEW ZEALAND HOUSE: The leases of the Carlton Hotel, His Majesty's Theatre, and the Royal Opera Arcade, occupying a site of more than one acre between Pall Mall, Haymarket, and Charles II Street, have been purchased with a view to building an edifice on the lines of South Africa House, Canada House, and Australia House. No work in connection with the new New Zealand House will be undertaken for some years to come

MR. JORDAN SIGNS THE AGREEMENT: The High Commissioner for New Zealand putting his signature to the document transferring the Carlton leases to the possession of the New Zealand Government. Standing next to the High Commissioner is Major-General W. G. Stevens, Official Secretary, High Commissioner's Office, and Mr. Pratt, Chief Clerk, who played a major part in the negotiations over a period of twelve months

ON THE WESTERN BOUNDARY OF THE NEWLY LEASED AREA: Two views of the Royal Opera Arcade, which links Pall Mall and Charles II Street. It was a few yards from this Pall Mall end of the Arcade that Count Konigsmark and his accomplices murdered Thomas Thynne in 1682. Konigsmark escaped the penalty of the crime, but his accomplices were hanged in Pall Mall on the spot where they committed the atrocity

PRINCE PHILIP'S MOTHER LIVES AS A NUN

Her Life as a Sister in the Greek Orthodox Church

ATTENDING THE ANNUAL EPIPHANY SERVICE TO MARK THE RECOVERY OF THE CROSS FROM TENOS HARBOUR: Princess Andrew, mother of Prince Philip, Duke of Edinburgh, standing behind the officiating priest. The Princess lives on the island with a fellow-nun, on rare occasions paying a visit to her nephew, King Paul, in Athens. Next summer she hopes to come to London to see her grandson, Prince Charles

"I am not a politician or a film star. Taking pictures of me at work would be posing," declared Princess Andrew, the Duke of Edinburgh's mother, when visited in her island home in the Ægean, where she now lives in austere seclusion. The Princess, an erect and vigorous sixty-three, receives gifts from friends all over Western Europe, and although she herself is not particularly well-placed financially, she gives them to the island's poor and needy. Asked if the Duke of Edinburgh might visit Tenos, she declared: "No. The King's illness makes it imperative that Philip should be near and serve him all the time. He cannot possibly leave for at least a year." Princess Andrew is hoping to start a nurses' school in Tenos.

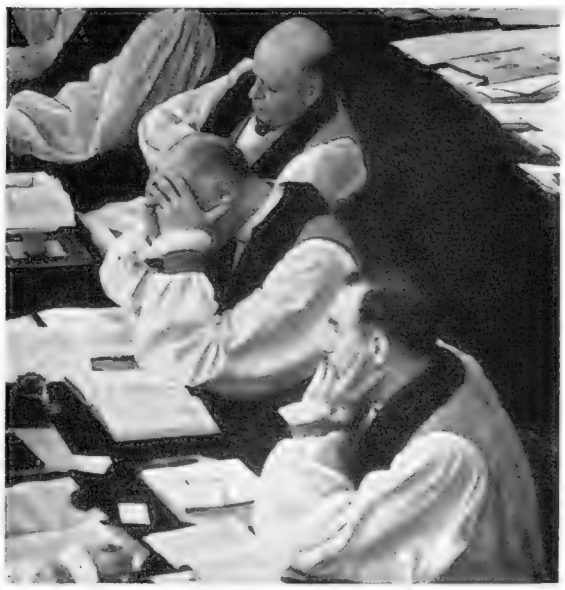
IN THE SOBER GREY HABIT OF A SISTER OF THE GREEK ORTHODOX CHURCH: Princess Andrew, daughter of the first Marquess of Milford Haven and mother of Prince Philip, who last July withdrew to Tenos Island, in the Ægean, to dedicate the rest of her life to the service of the Church, is seen climbing the steps of the Church of the Virgin Mary, in company with Sister Alverti

EPIPHANY CEREMONIAL IN THE HARBOUR OF TENOS: Princess Andrew with four Greek Orthodox priests at the annual service of the Recovery of the Cross. The Princess has her quarters in four rooms in a villa, where she lives in company with Sister Dimitriov Alverti, also a nun in the Greek Orthodox Church

THE PRIMATE OF ALL ENGLAND DELIVERS HIS OPENING ADDRESS AT THE TWO-DAY SESSION OF THE CONVOCATION OF CANTERBURY: Dr. Fisher, standing at the head of the tables between the Bishop of London and the Bishop of Winchester, making his stirring speech in which he referred to the recent arrests of Church dignitaries in Hungary. He spoke feelingly of the arrest and sentencing of Bishop Ordas, Lutheran Bishop of Budapest, who had been given two years imprisonment for alleged offences against the currency laws, and Cardinal Mindszenty, the Primate of the Roman Catholic Church in Hungary, who had been arrested on a charge of high treason. "We are witnessing," said Dr. Fisher, "a deadly struggle between the Christian faith and a Communism which will not tolerate any form of the Christian Church unless it be subservient to itself, and which, as we know from much evidence, even when it tolerates it, only too often takes care by insidious means to frustrate its activities, to sap its life, and to cut off from it boys and girls as they grow up"

The Convocation of Canterbury Discuss The DEADLY STRUGGLE of CHRISTIANITY and COMMUNISM

THE BISHOP OF OXFORD SPEAKS: The Rt. Rev. K. E. Kirk addressing the Bishops during Convocation. Seated on the right at the top table is the Bishop of Peterborough, Rt. Rev. C. M. Blagden, and at the left top of the left table is the Bishop of Chelmsford, Rt. Rev. H. A. Wilson. In addition to the discussion on Communism Convocation gave further consideration to the revision of the Canons



DEEP IN THOUGHT AT CHURCH HOUSE: Listening to the Archbishop of Canterbury's address are, from foot of picture, the Bishop of Lincoln, Rt. Rev. M. H. Harland; Bishop of Norwich, Rt. Rev. P. M. Herbert, and the Bishop of St. Edmundsbury and Ipswich, Rt. Rev. R. Brook

THE RAMIFICATIONS OF I.C.I.

Britain's Vast Chemical Enterprise

By CHARLES GRAVES

THE report that the Government has I.C.I. on its short list of "about-to-be-nationalised" organisations seems scarcely credible. True, Sir Stafford Cripps was offered the chairmanship of the Billingham Division of I.C.I. in the early '20's by Lord McGowan, but refused; true, too, that Sir Stafford, having served with the Red Cross in France in 1914, became assistant-superintendent of H.M. factory, Queensferry, in 1915; but this can scarcely justify the international repercussions which are certain to occur if I.C.I. is nationalised and, as a State industry, starts to compete in the foreign markets with the private enterprise firms of the United States.

No doubt the Socialist idealists have spent a great deal of time and research in trying to work out a scheme for nationalising the whole British chemical industry, as it has done with the coal industry. But how can I.C.I. be nationalised except by taking over the share capital? At the present market rates it would cost £198,000,000 to raise the money. The Government would have to invite the public to invest in a new Government issue to cover this amount. Apart from the creation of new Boards and new jobs, I.C.I. would presumably carry on exactly as before, except for the frustrations and limitations imposed upon it by the Government nominees.

Few people know much about Imperial Chemical Industries. Washing-soda and table salt are almost the only I.C.I. products in general use which can be bought over the shop counter and, having no direct daily contact with the housewife, I.C.I. can never enjoy a popular identity as do the makers of the well-known proprietary brands of cigarettes, cereals, beer and whisky. Nevertheless, its products are essential to the life of the nation, being the vital raw materials on which the great manufacturing industries of Britain depend.

I.C.I. has an issued capital in round figures of £84,500,000 divided approximately into 60,500,000 of Ordinary Stock and 24,000,000 of Preference Stock. There are nearly 150,000 separate holdings of Ordinary Stock and nearly 70,000 holdings of Preference Stock. Together there are over 250,000 I.C.I. stockholders, of which over 300 are banks and insurance companies holding stock on behalf of people whose names do not appear in the Company's register, and whose numbers, therefore, it is impossible to calculate.

When Germany declared war in 1914 she knew that Britain had to fetch from Chile almost all the nitrates for growing food to replace what was sunk by U-boats and for making high explosives. In those days we had neither a proper dyestuffs industry nor any method of making synthetic nitrates for fertilisers or ammunition. When the war came to an end, it was decided by business men (not by the Government) to make sure that Great Britain was never caught short in this way again. Accordingly, Imperial Chemical Industries Ltd. was formed as an amalgamation of United Alkali Ltd., Brunner Mond and Co., Ltd., British Dyestuffs Corporations Ltd., Nobel Industries Ltd.

The acid test of the six years of World War II has shown how successful the arrangement was. So far as her chemical industry could make her, Britain was prepared in 1939. She had a synthetic nitrogen production capable of expanding to meet all needs for explosives and fertilisers.

There was, of course, a number of other companies in the original and subsequent mergers, and since then great developments have taken place, sometimes amounting to the creation of virtually fresh industries, thanks to the imagination and energy of Lord McGowan, the chairman. As a result, I.C.I. was able to turn from war to peace as rapidly and efficiently in 1945 as it had done the reverse in 1939. To-day it operates eighty factories from Stirlingshire to Cornwall and from the north-east coast to Northern Ireland.

It normally employs about 80,000 men and women in the production of 12,000 different products, ranging from heavy chemicals, paints, non-ferrous metals, fertilisers and explosives to medicinal drugs and zip fasteners. It is divided into eleven separate manufacturing units called divisions, to which must be added two other recently formed organisations which have much the same status as divisions, but do not actually manufacture. These are (a) Central Agricultural Control, which co-ordinates the various agricultural interests, and (b) I.C.P., which directs the marketing and development of the drugs, medicinal and veterinary products made by I.C.I. Antrycide, which it is claimed cures sick animals of sleeping sickness caused by the tsetse fly, is one of the most recent developments of I.C.P.

It would be genuinely difficult to visualise a more brilliantly integrated organisation than I.C.I. The divisions are, in a way, separate industrial enterprises with a wide measure of autonomy, commercial policy, research and technology. But there is an excellent reason to justify their being welded into one massive whole under private enterprise—the technical and economic interdependence of one division on another. For the finished product of one division is frequently the raw material of another. Thus, ammonia salts from the Billingham Division go to the Explosives Division for manufacturing into blasting explosives. These explosives then go to the Lime Division for use in quarrying limestone, part of which is used by the Alkali Division for soda manufacture, and much of the rest of which is burnt to lime for the General Chemicals Division, which turns it into bleaching powder. As has been well said, the chemist's ability to ring endless changes on our five indigenous raw materials—coal, air, salt, limestone and water—is the secret of the versatility of Britain's present-day chemical industry.

I.C.I., however, does not confine itself to chemicals. The Metals Division is the biggest of the lot, and, incidentally, is the largest single producer of non-ferrous metals outside the U.S.A. It has nothing to do with chemicals whatsoever, but dates back to the enterprise of George Kynoch, who began making percussion caps in Birmingham nearly 100 years ago. Copper and copper alloys, in the form of plate, sheet, strip, rod, tube, wire and sections, are made in vast quantities.

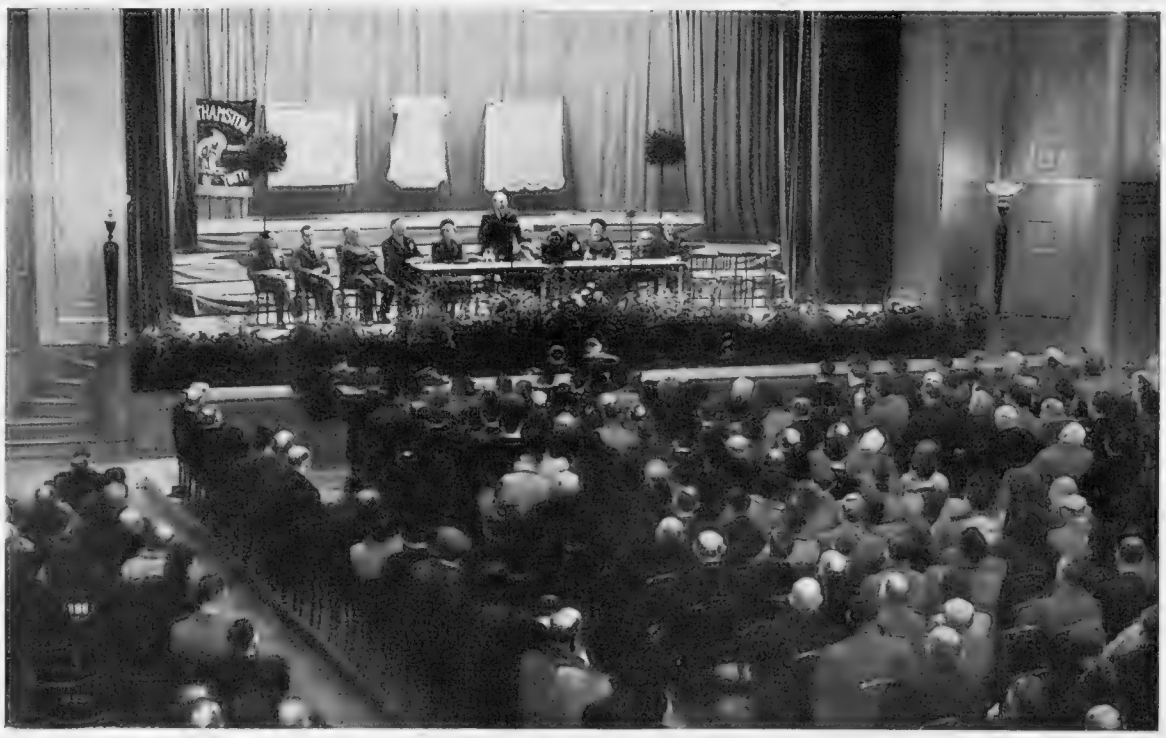
Much of this division's output finds its way into motor cars and railway engines. The cupro-nickel condenser tubes are found in most ships of the Royal Navy, not to mention the "Queens." More homely objects, like fuse-boxes, cisterns, geysers, hot-water tanks, curtain rails, kettles and saucepans, hooks, hinges, locks and bolts, are other examples of the part played by the division's copper alloys. Zip fasteners, railway fog signals, periscope tubes, radiators, fuel tanks and oil coolers are (or have been during the war) products of this division, none of which has any connection with chemicals.

The other divisions include the Paints Division, which does anything from the finish on a bootlace tag to the anti-corrosion painting of battleship hulls; the Salt Division, the products of which are not only used for the preparation of foodstuffs, but also for water softening, soap-making and tanning; the Leathercloth Division, the largest single leathercloth-producing plant in the world, best known to the public for its rexine activities; the Explosives Division, which, besides producing 400,000 tons of explosive, 100,000,000 incendiary bombs and 900,000,000 detonators during World War II, makes explosives for mining, quarrying and road and railway-making.

Perhaps the most important of all is the Central Research Department, which has its own laboratories and provides many thousands a year for Research Fellowships at all the leading universities.

In addition to the inevitable and essential central staff department, with welfare schemes, a central labour department and a works council, I.C.I. has associates and subsidiaries in the Argentine, Australia, Belgium, Brazil, Canada, Chile, China, Egypt, Holland, India, Japan, Kenya, the Levant, Malaya, New Zealand, Peru, South Africa, Turkey and the United States of America.

This is private enterprise at its best, competing with private enterprise firms of other countries.



THE HECKLING OF MR. ATTLEE—THE PRIME MINISTER ADDRESSING HIS FIRST MEETING AS PROSPECTIVE PARLIAMENTARY CANDIDATE FOR WEST WALTHAMSTOW: His speech at the Assembly Rooms was punctuated by heckling, which became more violent during later speeches. The chairman, Mr. McEntee, M.P., was concerned in several passages with the interrupters, and one man was escorted from the hall. Mr. Attlee told his audience that during three-and-a-half years in power Labour had a record of which they could be proud. A new pattern has been set in Britain, he declared; the social reforms introduced have not been patchy, but represent a new social order. While Mr. Attlee was speaking, a voice demanded from the back of the hall: "Why did Bevan call us vermin?" Mr. Attlee ignored this first interruption. When Mr. Attlee sat down he was greeted by prolonged cheering and a certain amount of booing. Later Mr. A. G. Bottomley, Secretary for Overseas Trade, was continually interrupted in the course of a speech lasting ten minutes

APOSTLE OF THE NEW SOCIAL ORDER: Mr. Attlee addressing the West Walthamstow Divisional Labour Party. There was a number of Mosley supporters in the audience. When the meeting closed most of the audience sang the National Anthem. Others followed with the Red Flag

LIKE "THE WINDMILL," IT NEVER CLOSED: No. 24, Cheyne Row, which surely ranks first among the literary shrines in London, was recently reported to have been reopened to the public following the restoration of bomb damage. In actuality the house never closed, and even when the restoration is being carried out it is probable it will still remain open. Carlyle came to live in Chelsea in 1834, partly, it is said, because he was impressed by the transport service. "Chelsea abounds more than any other place in omnibi," he wrote, "and they take you to Coventry Street for sixpence." In Carlyle's time almost every celebrity of the day found his way to this house

LITERARY LONDON

Thackeray's House in Kensington and Carlyle's House in Chelsea

NO. 119, CHEYNE WALK, THE HOUSE WHICH PROVIDED A REFUGE FOR TURNER IN HIS LAST DAYS, WHEN HE BECAME MORE OF A RECLUSE THAN EVER: The future of the house (right), which suffered bomb damage during the war, is now under consideration by Chelsea Borough Council, and it is possible that in some way it will be incorporated in the new scheme of development for West Chelsea. There has been much irresponsible talk of wholesale demolition at the western end of Cheyne Walk, and this has now been officially refuted

THACKERAY'S HOUSE AGAIN THE SUBJECT OF INTENSE DISCUSSION: This bow-fronted residence in Young Street, Kensington (now numbered 16), was the home of the great novelist from 1846 to 1854, and it was there that he wrote *Pendennis*, *Henry Esmond* and *Vanity Fair*. In a letter to the Press in 1948, Mr. W. T. D. Ritchie protested against the neglect of the place and the threat by John Barker's to set aside the Covenants restricting the use of the house to domestic purposes. This month the Ministry of Town and Country Planning have been asked to inquire into Barker's application for the formation of an entrance-way to a proposed loading dock in Young Street, and the future of the house again comes under consideration. The Ministry's decision is expected in three weeks

LOOKING FROM THE CORNER OF YOUNG STREET, WHERE THE THACKERAY HOUSE STANDS, TO OLD-TIME KENSINGTON SQUARE, WHICH WILL NOT BE INVOLVED IN THE SCHEME PUT FORWARD FOR AN ENTRANCE WAY TO A NEW LOADING DOCK: The square was built in 1698 and was a very fashionable place of residence in the time of Queen Anne and the first two Georges. John Barker's scheme, which would involve No. 16 Young Street, for so long the home of Thackeray, has been approved by Kensington Borough Council, but has been turned down by the London County Council. At last week's appeal before the planning Ministry it became clear that the rumoured alterations to Kensington Square were without foundation, but it became equally clear that the Thackeray house in Young Street might become involved. Mrs. E. Norman Butler, Thackeray's great-granddaughter, represented at the inquiry those who had signed an application to preserve Thackeray's house. Since the inquiry it has been stated in the daily press that the Thackeray house will not be demolished

The World of Books—By VERNON FANE

LIVELY MR. COMPTON MACKENZIE

His Vivid Day-to-Day Impressions of a Journey which Took Him "All Over the Place"

SUCH is the good humour and physical endurance of Mr. Compton Mackenzie that the only faintly melancholy observation he makes in his enchanting new book of travel experiences is about the comparative ages of the distinguished people he met during his journeys through India, Burma and the Far East (which began in October 1946 and covered 50,000 miles), and that one is that he found only one man older than himself. At sixty-four, Mr. Mackenzie tackled travel by steamer, aircraft, train, foot and primitive rickshaw, in order to gather the material for the book he will write on India's contribution to victory in the Second World War.

The present book, ALL OVER THE PLACE (Chatto and Windus. 18s.), is his travel diary, written up sometimes in circumstances of the greatest difficulty and very often in extreme discomfort, but written up, nevertheless, on the spot, so that what one takes from it are not the considered reflections of a traveller safely returned home, but the vivid, lively impressions of the day-to-day traveller.

A hundred travel books may catch your interest, but when Compton Mackenzie is the traveller—you remember it for a very long time.

"George Borodin," we are told, is the pen-name of a brilliant Harley Street surgeon and pioneer in plastic surgery, though it is difficult to imagine how he can find time for his other two careers of travelling and of writing. This obviously is a man of quite extraordinary energies, and although no reader could complain that he does not write autobiographically, I still think that it would be most interesting to have a book written objectively *about* this writer. He evidently turns out his books fairly quickly, but he journeys a lot too, and aircraft or tramp steamers in Atlantic gales are scarcely conducive to composition. Or are they? Someone other than Borodin should tell us.

ONE HORIZON (Werner Laurie. 15s.) is George Borodin's latest volume of travel reminiscences, and I don't think I am exaggerating in saying that it is almost excessively readable. In 1946, and with memories of the work of Conrad and Stevenson, Borodin decided to visit the South Seas. Shipping authorities in this country were discouraging, but the determined traveller found his own solution: he would sign on as ship's surgeon, and that is precisely what he did, in a thirty-year-old ship which normally carried cargoes of frozen meat, but which was due to sail for America in ballast that January.

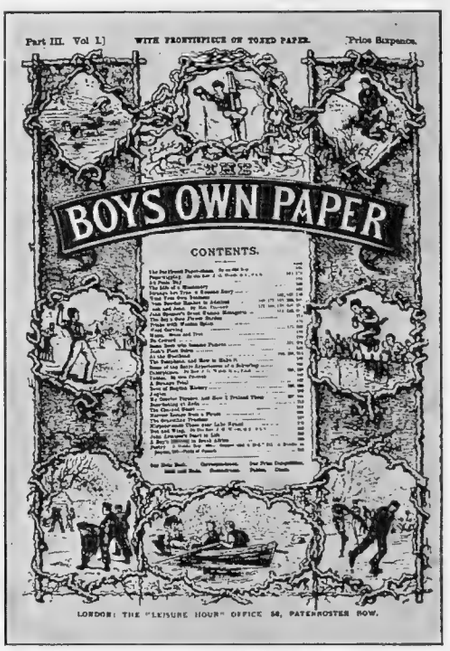
It appears that nothing ordinary ever happens to Borodin, so one is not surprised to read of a difficult emergency operation performed in a high gale at sea, or even of the author's own severe illness, during which he was transferred from the ship to a flying-boat which took him to a Newfoundland hospital. After that his personal problems were fewer, and he proceeded across the United States and the Pacific in relative calm, his journey only broken by such trifling incidents as being shot at by insurgents and performing a score of operations, some of them in the aftermath of an earthquake.

THE STRANGE LIFE OF AUGUST STRINDBERG (Hamish Hamilton. 15s.) is a biography of real excellence. To have such a rich subject for study as this great Swedish playwright and writer is only half the battle; Elizabeth Sprigge has recognised that the other, and essential, half is in the presenting of such a figure so that the reader shall know him for what he was, as an author, a thinker and a man, and shall want to learn yet more about him. A lamentably large number of great men have inspired the writing of deadly dull "lives"; the present book is a happy contrast.

Strindberg, nevertheless, remains one of the most difficult characters to analyse, and that although he was capable of self-analysis and wrote of himself that "The personality of the author is just as much a stranger to me as to the reader—and just as unsympathetic"; an invitation to dislike him, and typical of this man to whom no ready-made label can be applied, except that he was ahead of his time.

Sean O'Casey some years ago wrote a tribute to him in a letter to a friend, and it is as positive as it is provocative: "Strindberg, Strindberg, Strindberg, the greatest of them all! . . . Ibsen can sit serenely in his Doll's House, while Strindberg is battling with his heaven and his hell."

Dr. William Howells, of the University of Wisconsin, has written a study of primitive man and his religions, which he has called THE HEATHENS (Gollancz. 18s.), and which is as surprising as it is scholarly. For instance, Dr. Howells, who has the objectivity of the scientist to a degree which may strike some as cynical, holds that primitive religion is, in its way, as valid as the great religions of civilisation, and he defines religion as "a set of earnest policies which a group of people adopts under an unconscious compulsion in order to tidy up their distraught relationships with one another and with the universe as they perceive it, without the aid of science." There is an agreeable tartness to Dr. Howells' writing which I enjoyed.



THE "B.O.P." CELEBRATES ITS 70TH ANNIVERSARY: This is the frontispiece of Part III Volume I of the "Boy's Own Paper," which first saw the light of day in January 1879. The first issue was published from *The Leisure Hour* office of the Religious Tract Society, and among the first contributors were Talbot Baines Reed and Captain Webb, the celebrated English Channel swimmer. In 1929, at the Jubilee celebrations, one of the guests was the Prime Minister, Lord Baldwin

I recommend THE SABLE SMOKE (Macdonald. 8s. 6d.) to you, as one of those comfortable, unpretentious novels about credible, interesting but not exotic human beings, of which there are all too few. Miss Dorothy Mackinder has a delightfully simple style, direct without being brusque and pleasantly and deservedly confident, and she has written the story of one of those little touring companies, popular in Victorian days, which played in small towns and even villages, in theatres, halls, and what the profession calls "fit-ups."

WITH EVERY YEAR (Collins. 9s. 6d.) is a pleasant enough novel too, though its writing lacks the ease of the one I have been discussing. This, by the way, is not surprising, since its author, Miss Catherine Gaskin, is just nineteen, and this is only her second book.

The setting, which is quite enchanting, is Connemara, and the bays and estuaries near Clifden; the story deals with a group of young people who have grown up together, but who show sharp contrasts of temperament and ability. What is particularly interesting, both in its effect on the plot and as a gauge of the author's powers, is to see the gradual development of these young things in the years after childhood. It takes some talent to avoid the static, two-dimensional figure, and that talent Miss Gaskin certainly has.

Another *Jalna* novel has appeared after what will seem like an overlong interval to the devoted readers of Miss Mazo de la Roche's work. Among that number, incidentally, I count myself now. I had missed the first three or four volumes, quite unaccountably, and then was lucky enough to find that a long sea voyage coincided with a respectably stocked ship's library, and so was able to repair the lapse. And now I am proud to say that I know the Whiteoaks family so well that I didn't even need to refer to the vast family tree obligingly printed in RETURN TO JALNA (Macmillan. 11s. 6d.).

It is 1943 as the current story opens, and the Whiteoaks are beginning to reassemble in the big old-fashioned Canadian house with its acres of field and paddocks, and the well-filled stables that are at least as important to them as the home itself. I am certainly not going to spoil your enjoyment by recounting the plot to you, but you may take it that Alayne is as tiresome as ever, Renny as unpredictable, and Adeline the very image of her redoubtable old great-grandmother.

ATTILA (Gollancz. 10s. 6d.) is a remarkable novel-biography of one of the least savoury figures in European history, written with power and considerable dramatic tension by Mr. Louis de Wohl.

The greater part of the book deals with Attila's rise to power, his battles, his raids and his march westwards which left so terrible a scar behind it. Like Attila himself, the story moves fast, but apart from that there are no points of likeness between the barbarous subject and the eminently civilised style of the recital.

THE GREAT DILEMMA

A Democracy with Two Grades of Citizen

Since the great Southern statesman Calhoun affirmed in all seriousness that slavery was a "positive good," maintaining for himself a vast following in the deep South through the years before the Civil War, the American dilemma over the negro has persisted. Although the conflicting ways of life in North and South were put to the test of war in the '60's, the dilemma was not resolved by cold steel and canister shot, and race prejudice continued beyond the compromise of 1876, beyond 1900, when negro fortunes reached their nadir. To-day that ancient prejudice is still strongly rooted; it still runs counter to the American democratic creed, a cancer in the body of the nation; and although consciences are now awake to the problem, northern negroes still suffer vast inequalities, particularly as regards housing, and southern negroes, although they have made spectacular gains since the Second World War, have lately known a sharp increase in antagonism manifested in lynchings, beatings and killings. America boasts of democracy, but she still has two distinct grades of citizen. The ebb and flow of this tremendous conflict through the years, and the present untenable situation, have been made the subject of an exhaustive survey by Professor Gunnar Myrdal, of Stockholm, and THE NEGRO IN AMERICA (Secker and Warburg. 21s.), by Arnold Rose, is a condensation of that monumental work. The book's conclusions are just what one would expect. America to-day stands at the cross-roads of her destiny. At a time when so vast a future looms before the lands of Africa and South-East Asia, with the upsurging of their coloured peoples, they wait to see America put her house in order by dealing once and for all with the problem that has been with her since Revolutionary days. Professor Myrdal makes it clear that only by doing that can America attain and retain the world leadership she seems so heartily to desire. Cautiously he advances no clue to the problem which defied Clay, eluded Jefferson, and so troubled the mind of Lincoln, but the survey is a model of admirably marshalled facts, a text-book for mankind.

When Flaubert published his sombre masterpiece, *Madame Bovary*, the French Government brought an action against him for immorality, and eventually he was acquitted. But few realised at the time that this was the beginning of a new technique, the scrupulously truthful portraiture of life. MADAME BOVARY (Hamish Hamilton. 6s.), which in a recent personal estimate Somerset Maugham rated as fifth among the world's great novels, has a universal appeal to-day, and many will welcome this really excellent edition reprinted in the Novel Library. Another welcome reprint is George Borrow's THE ROMANY RYE (Cresset Press. 9s. 6d.); the sequel to *Lavengro*. British in spirit and tradition, Borrow had the misfortune to live in an age of tight-laced respectability, but he secured his freedom and the title of *Romany Rye* as "one who was not a Gypsy but who loved the race and mastered the tongue." In doing so he enriched his own personality and gave us one of the great books in our heritage.

The Falcon Press Classics (Falcon Press. 5s.), which began so well with *Selections from Edmund Burke*, now present BENJAMIN DISRAELI: SELECTIONS FROM THE NOVELS, edited by Eric Forbes-Boyd; and SELECTED WRITING FROM WILLIAM MORRIS, edited by William Gaunt. They certainly have value for the student, and Mr. Gaunt's selections show the full range of Morris's thought and expression in prose.

The mantle of the great Walter Hagen has beyond all doubt fallen upon Ben Hogan, the thirty-six-year-old professional from Fort Worth, the United States Open Champion of 1948, and one of the most astonishing figures in the brief but hectic history of professional golf. Ben Hogan, son of a Texas blacksmith, who dominates the game by reason of skill and temperament, who is fiercely competitive, and who adheres to a relentless training schedule and assembly-line precision, has now written a book called POWER GOLF (Nicholas Kaye. 15s.). The book has sold 54,000 copies in three months in the U.S.A., and in it Hogan attempts with marked success to tell the reader just how he goes about the industry of golf. He gives away every secret except one (how he drives with a sternly controlled drift to the right). The whole book is really dedicated to an explanation of how the player may reduce his score, with detailed descriptions and photographs of grip, stance and swing, not to mention the astonishing power drives achieved by this little man of under 10 stone, who earns 90,000 dollars a year and breaks records with monotonous regularity. Hogan is clearly the biggest business man and the most skilled technician golf has produced, but it is highly doubtful if he gets more than strictly limited joy out of his unrelenting game.

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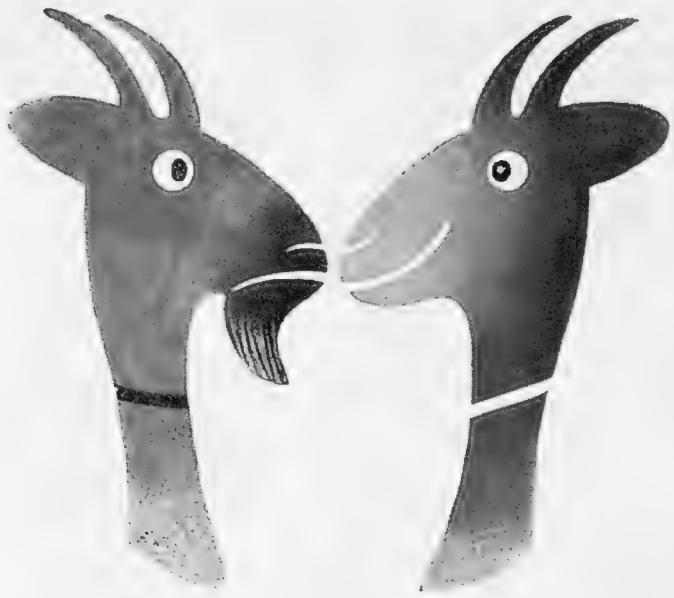

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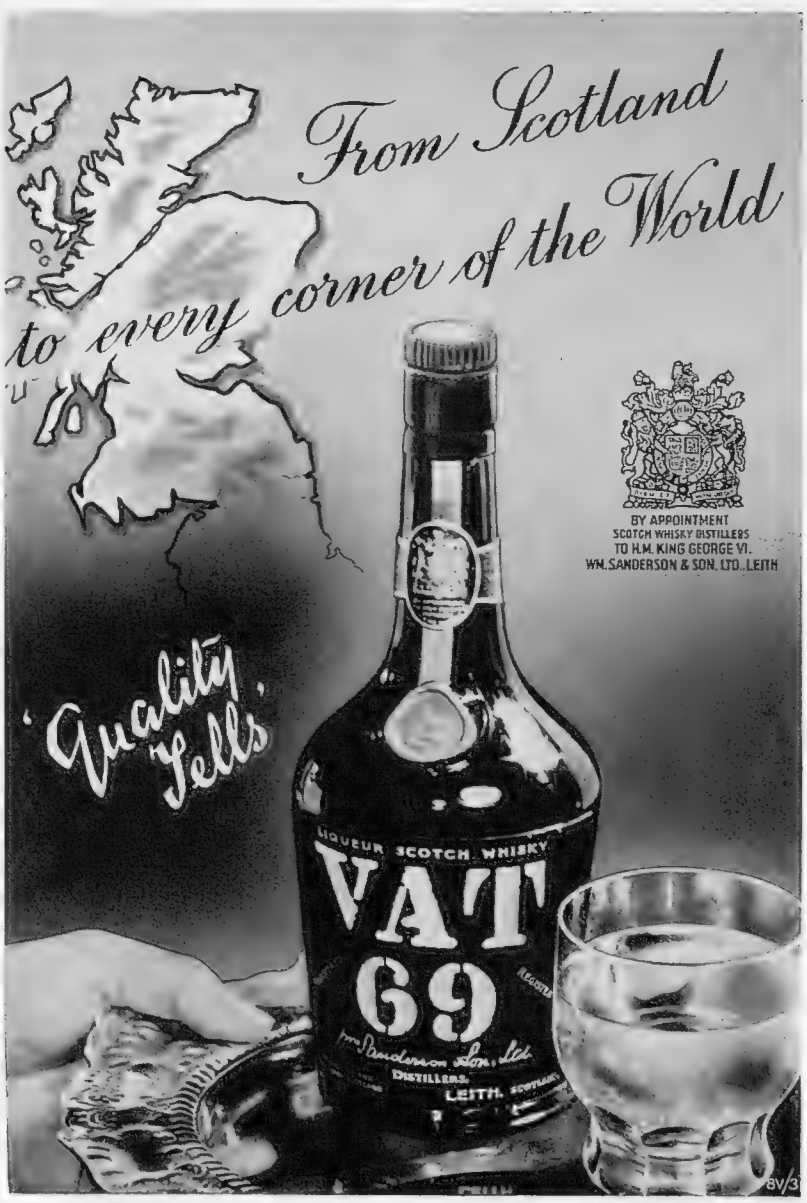

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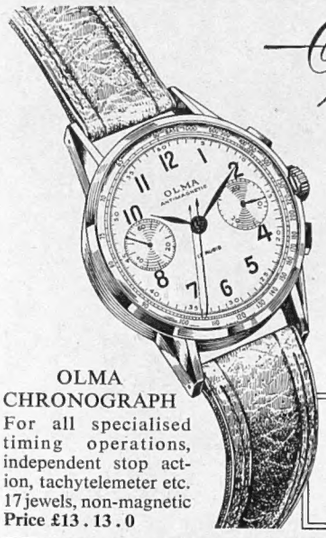

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